THE LITERARY DIGEST

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TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

THE WICKERSHAM PLAN TO BEAT THE BOOTLEGGER

ON PROHIBITION'S TENTH BIRTHDAY, Congress was setting to work on a new Prohibition job—putting into law all the recommendations for tightening up Prohibition enforcement advanced by President Hoover and his National Commission on Law Observance and Enforcement.

Birthday cheers from drys and anniversary denunciations from wets have been filling the news columns of the papers, while editorial writers are busy telling what they think of the ideas of Mr. Wickersham's Commission on improving the Prohibition laws.

The new proposals, several papers observe, do not satisfy the radicals on either side, and therefore, perhaps, should keep the extremists quiet for a while. *The Deseret News*, out in Salt Lake City, however, concludes that the real effect "will be to add fuel to the conflict." The report, it predicts, "will bring on debates more fiery than ever, and will tend to draw the line more sharply between the true blues and the hypocrites on both sides; this can not but be beneficial."

SINGIN' IN THE RAIN
—Evans in the Columbus *Dispatch*.

This Administration program for unifying, simplifying, and energizing the enforcement machinery now meets the test of Congressional action. Correspondents differ about what will happen. The day after the documents were handed in, there was reported in the House the first bill based on them, a resolution transferring Prohibition enforcement from the Treasury to the Department of Justice.

Thus "Congress moved swiftly to give effect to a Prohibition-enforcement program more far-reaching than any recommended by an Administration since the Volstead Law was passed ten years ago," writes J. F. Essary, in the Baltimore *Sun*. "The bills urged by Mr. Hoover probably will all go through," thinks Frank R. Kent of the same newspaper. Mark Sullivan of the New York *Herald Tribune* reports the "overwhelming disposition" of Congress "to accede to the Commission's suggestions."

But Ashmun Brown of the Providence *Journal* is not quite so sure about it. He thinks it probable that most if not all of the program will be enacted into law before Congress adjourns some time next summer, "but the task of accomplishment will be laborious, and probably a spectacular one."

"Delay and disagreement are seen ahead" by Elliott Thurston, while another New York *World* correspondent, realizing that the Senate is now occupied with the tariff, tells of Senatorial predictions that the proposed laws will not pass during this session of Congress. Using a nautical figure, Fraser Edwards of the New York *American* calls attention to the "jagged rocks" appearing "off Congressional Shoals in the Prohibition River, down which President Hoover is piloting the craft *Noble Experiment* to 'Point Effective Enforcement.'" "The journey around House Bend seems to be easy sailing," but at least part of the load "appears destined to be wrecked on Constitutional Rocks, at Senatorial Landing." Several correspondents report indications that the concentration of enforcement in the Department of Justice will be the only reform in the Hoover program to be adopted by this Congress.

When President Hoover "laid the noble experiment squarely in the lap of Congress," last week, "the squalling infant," in the words of Henry M. Hyde of the Baltimore *Evening Sun*, "was wrapt up in a series of formidable reports." There was the Mellon recommendation for unifying the border patrol. There was Attorney-General Mitchell's report approving the Crime Commission findings, and concluding with the remark: "Any constructive plan for better Prohibition enforcement must give attention to improvement in State as well as Federal agencies, and to the adjustment between them of the burden of enforcement." There was President Hoover's own message, in which he made the suggestion that, "while some sections of the American people may disagree upon the merits of some of the questions involved, every responsible citizen supports the fundamental principle that the law of the land must be enforced," and suggesting these specific reforms based on the reports he was transmitting:

1. Reorganization of the Federal Court structure so as to give relief from congestion.
2. Concentration of responsibility in detection and prosecution of Prohibition violations.
3. Consolidation of the various agencies engaged in prevention of smuggling of liquor, narcotics, other merchandise, and aliens over our frontiers.
4. Provision of adequate court and prosecuting officials.

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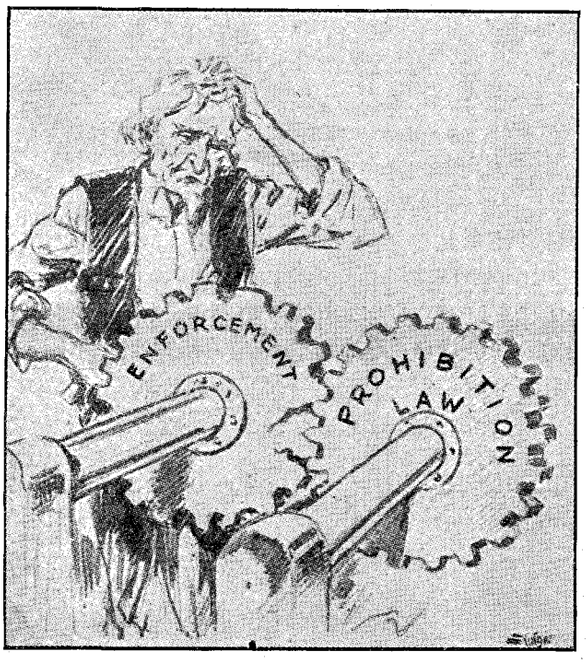
5. Expansion of Federal prisons and reorganization of parole and other practises.
6. Specific legislation for the District of Columbia.

Of course, the important document was the double report from the Wickersham Committee, transmitted by the President



MISSING BADLY, BUT IT CAN BE FIXT
—Unger in the Boston *Christian Science Monitor.*

to Congress. The preliminary report, dated November 21, 1929, contained certain remarks on the public attitude toward Prohibition, which will be quoted further on. The enforcement program outlined in this report and a supplement accompanying it—with considerable argument asserting its necessity, practicability, and constitutionality—may be summed up as follows:

1. Transfer of enforcement agencies, except those dealing with industrial alcohol, from the Treasury to the Department of Justice.
2. Codification of all Federal Prohibition statutes.
3. Strengthening of padlock processes.
4. Relief of congestion in Federal courts, preferably by Congressional definition of "casual or slight violations," with light penalties; prosecution by complaint or information, rather than indictment, and trial by United States Commissioners instead of judge and jury, with a judge to pass sentence and a provision for demanding jury trial in case of conviction.

The only complicated suggestion is the fourth one, which the Jersey City *Journal* editorially explains as follows:

"The Commission would relieve the courts of the embarrassing burden of great numbers of 'casual or slight' cases of Prohibition violation and utilize United States Commissioners to handle them.

"The Commission urges that United States Commissioners be empowered to accept pleas and recommend conviction or acquittal after hearings. Defendant would not be deprived of right to demand jury trial if the United States Commissioner found him guilty. Greater latitude would also be given to the prosecutors to determine whether to try cases on information or indictment by the grand jury."

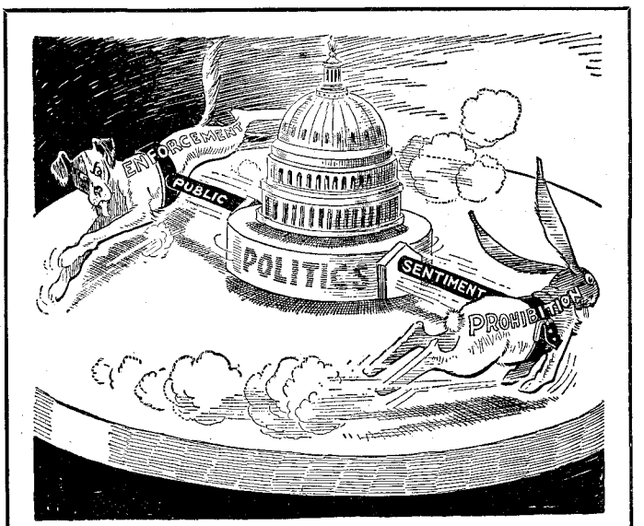
Virtually every one at Washington who took a disinterested view of these recommendations "admitted that the Commission had done a constructive job in the limited time at its disposal, and that improvement would result if its recommendations were adopted," so David Lawrence of the Consolidated Press reports.

A large number of papers, irrespective of their general attitude toward Prohibition, approve the program as sensible and practical. The New York *Sun* finds here "a definite step toward a coherent unified system, to control unlawful traffic in alcoholic liquors." All the suggestions "probably deserve to be carried out," agrees the New York *Herald Tribune*, "if only to satisfy the drys that every legitimate aid in enforcement of the law is having a trial." The remedies "deserve a chance to prove their fiber," remarks the St. Paul *Pioneer Press*. Praising the "logic" of all the recommendations, the Houston *Post-Dispatch* declares that "submission of the report is without question the most definite and important step toward giving Prohibition a fair trial that has been taken since the breakdown in enforcement became apparent shortly after the Volstead Law's enactment; the Commission has rendered a service to the country." The Los Angeles *Times* finds in the report no "magic formula" but "a deal of plain common sense and practical advice, which, if put into effect by Congress, may not solve the Prohibition problem but at least will offer opportunity for giving the Eighteenth Amendment what it has never had—a really fair trial, under favorable conditions for its success." The Denver *Post* holds up for specific approval a number of the Commission's recommendations, while the Spokane *Spokesman Review* says:

"President Hoover's crime investigation commission gives the country an initial report with a ring of sincerity and a formula of legislative and judicial reform that Congress and the President will do well substantially to adopt. The report is clear, convincing, and constructive."

Condemnation is less common than praise. The Brooklyn *Times* complains because the Commission's suggestions "do not go to the root of the evil." "It is not a constructive document," declares the New Haven *Journal-Courier;* "the mountain has labored and brought forth a mouse." One fault the New York *World* finds with most of the proposals is "that they originate with drys, who have seen the only possible way of getting a large number of convictions is to insulate the Federal judicial machinery from contact with the influence of civic opinion in the locality; in this respect the Wickersham report carries us another step on the road away from a genuinely Federal society and toward a highly centralized bureaucracy." Perhaps the sharpest of the critics is the New York *Evening Post*, which says:

"We indict the Wickersham report, first, for its humiliating lack of candor and, second, for its feebly illogical effort to fasten deeper into our fundamental law the un-American theories of the Prohibition enactments."



THEY DON'T SEEM TO BE GETTING ANY CLOSER
—Doyle in the Philadelphia *Record.*

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WHAT DO YOU KNOW ABOUT THAT?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. Where are Europe's two famous "poison villages"? (p. 16).
2. How do flash-lights aid philanthropy? (p. 26).
3. What great city in America is "flat broke"? (p. 12).
4. What is a "land yacht"? (p. 38).
5. What became of the old Austrian Navy? (p. 17).
6. How much insurance is carried in the United States? (p. 49).
7. What is the new theory of the descent of man? (p. 24).
8. Who is more popular to-day, Shelley or Keats? (p. 22).
9. How is an automobile operated by talking to it over a telephone? (p. 40).
10. Why do some editors object to quoting the Bible? (p. 25).
11. At what age should a boy go to college? (p. 21).
12. What "Progressive" recently defeated the Senate "Old Guard"? (p. 13).
13. How fool-proof is a $100,000 prize fool-proof plane? (p. 44).
14. Where is man supposed first to have appeared? (p. 24).
15. What is called "the invisible death"? (p. 34).
16. What handicaps face the woman job-holder? (p. 14).
17. How will decreasing sun-spots increase our pleasures? (p. 37).
18. What courteous gesture has Italy recently made to England? (p. 20).
19. What was the total given to philanthropy during 1929? (p. 26).
20. What prominent Protestant, Roman Catholic, and Jew sat together to apportion a philanthropic bequest? (p. 26).
21. With what rival Power does Italy insist on having naval parity? (p. 17).
22. What illnesses are sometimes charged to raw milk? (p. 34).
23. How many cylinders has the most becylindered car in the 1930 automobile show? (p. 38).
24. In what two provinces of China are 20,000,000 people in need of famine relief? (p. 18).
25. What substitute for sunshine is given miners? (p. 34).

No less interesting to editors than the Wickersham recommendations are the Committee's opening remarks on the general subject of Prohibition observance:

"As to observance: it is impossible wholly to set off observance of the Prohibition act from the large question of the views and habits of the American people with respect to private judgment as to statutes and regulations affecting their conduct. To reach conclusions of any value we must go into deep questions of public opinion and the criminal law. We must look into the several factors in the attitude of the people, both generally and in particular localities, toward laws in general and toward specific regulations. We must note the attitude of the pioneer toward such things. We must bear in mind the Puritan's objection to administration, the Whig tradition of a 'right of revolution,' the conception of natural rights, classical in our policy, the democratic tradition of individual participation in sovereignty, the attitude of the business world toward local regulation of enterprise, the clash of organized interests and opinions in a diversified community, and the divergences of attitude in different sections of the country, and as between different groups in the same locality. We must not forget the many historical examples of large-scale public disregard of laws in our past. To give proper weight to these things, in connection with the social and economic effects of the Prohibition law, is not a matter of a few months."

Significance is also attached to the concluding comment of the Commission on its recommendations for legislation:

"We think they could not in any wise interfere with any ultimate program which we may have to recommend, and would in the meantime advance observance of the law."

These remarks are described by several newspapers as by no means an expression of opinion on the merits of Prohibition. And by refraining from expressing such an opinion the Commission showed wisdom, in the opinion of *The Wall Street Journal*, *The Journal of Commerce*, and *The Telegram* in New York, while the Houston *Post-Dispatch* remarks that "to have exprest an opinion on this point would have encouraged wrangling over the issue, and handicapped any effort to improve enforcement machinery."

But welcome is extended by several dailies to the Commission's apparent promise of a further exhaustive investigation that may take in the whole Prohibition problem. Quoting the words "we must go into deep questions of public opinion," the New York *Evening World* says: "Hold the Commission to that 'must.'" It seems to the Philadelphia *Record* that this language "can have only one honorable meaning—that the Commission is pledged to report later upon Volsteadism and its effects as they are related to the traditions, the habits, the convictions, the sectional and class differences, and the fundamental civil rights of American citizens, in the mass and as individuals."

The Detroit *News* and the Norfolk *Virginian-Pilot* are confident that the Commission will make an exhaustive investigation of the fundamentals of Prohibition. Tho it was said that the Commission would not pass upon the merits of the Prohibition enactments, it does by the utterances in the opening of its report "by obvious implication render an adverse verdict upon them," contends the New York *Times*.

This part of the report is vigorously attacked by a representative dry daily. Asks the Raleigh *News and Observer:*

"Why should a Law Enforcement Commission introduce an excuse and apology for law violations because of ancient 'views and habits'? It can have no other meaning than to condone those who have pleaded habit against law.

"The business of the Commission was to find the way to law enforcement, not to invent or report excuses and justification for non-observance."

But dry leaders in general endorse the Wickersham report. Support and approval was given by the Anti-Saloon League of America at its recent Detroit convention. Dr. F. Scott McBride, general superintendent of the League, declares it to be the League's opinion "that the recommendations regarding Prohibition enforcement are good." The National Woman's Christian Temperance Union in a statement from headquarters "congratulates the Commission on its stand for vigorous and complete enforcement of the law, and it trusts Congress will enact the proper legislation."

The report of the President's Commission on law enforcement is "a body-blow to the liquorites," declares Oliver W. Stewart, editor of the *National Enquirer* (Indianapolis). This Prohibition leader calls the report "a statesmanlike presentation of ways and means by which the Eighteenth Amendment may be sustained and the law enforced." Such dry members of Congress as are quoted speak generally in complimentary terms.

On the other hand an anti-Prohibitionist like Senator Blaine of Wisconsin calls the report "a sop to satisfy a few zealous drys." Congressman L. M. Black of New York, a leading member of the wet bloc, makes this observation:

"The Wickersham Commission recommendations indicate how much out of line with the rest of the Constitution is the Eighteenth Amendment. In order to enforce it, the Commission resorts to a subterfuge to evade material constitutional mandates protecting the rights of American citizens."

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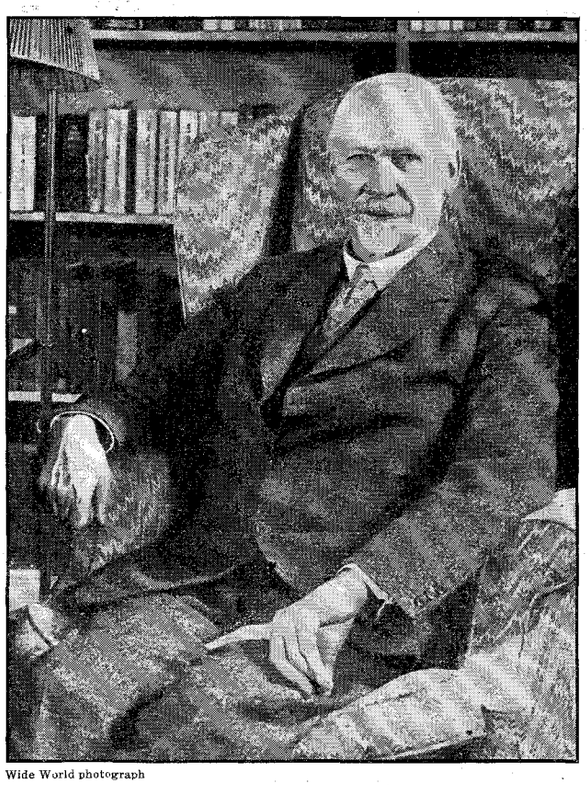
TEN YEARS OF THE LEAGUE

WHILE THE TENTH BIRTHDAY of the League of Nations was being celebrated with banquetings and rejoicing in various parts of the world, the same date was kept as a day of mourning by the overwhelmingly German population of the "Free City" of Danzig, which enjoys its "freedom" under the tutelage of the League.

But in the main January 10 was a day of bouquets for the League, a day of applause for its ten-year record of growth and achievements, and of rosy predictions concerning its future. As



Wide World photograph

"TO THE CONFERENCE TABLE!"

Has superseded the cry "To arms!" as a result of ten years of effort on the part of the League of Nations, says General Smuts, co-author with Woodrow Wilson of the League Covenant.

our papers note, the old controversial fury that used to characterize American editorial discussion of this child of Woodrow Wilson's heart and brain has largely disappeared. The Hearst journals, it is true, continue to warn their readers that the surest way to get involved in the next European war is to let our country be inveigled into joining the League. The majority of editors, however, either pay tribute to the accomplishments of this new international experiment or content themselves with a dispassionate tabulation of its successes and failures. "Its benefits as a stabilizing influence in the world have become too clear to sustain the skeptic," remarks the Macon *News*, which predicts that in another ten years we will "find that it has given us in its January natal day a world-wide 'Fourth of July.'" "Ten years of operation has dissipated many of the fears exprest by its foes," notes the New York *Evening World*, which considers its chief achievement to be the creation of "an atmosphere of conciliation." "But for this atmosphere and the method created by the League," this paper adds, "it is doubtful whether there would have been any Washington Conference or London Conference or Kellogg pact."

For the old cry, "To arms!" the League has substituted the new cry, "To the conference table!" according to Gen. Jan Christian Smuts, ex-Premier of South Africa, and with Woodrow Wilson co-author of the League Covenant. Visiting this country at the invitation of the League of Nations Association, General Smuts made the following statements in a New York address:

"I am here simply to state the facts. I leave you to form your own conclusions. I am not here to criticize. You in your wisdom have chosen your way of marching toward the future peace of the world. You may be right.

"You have made your advance parallel to that of the League. By two independent roads we have been moving toward the same great objective. . . . I hope that there will be the closest collaboration between the League on the one hand and the American system on the other. You need not become a member of the League in order to play your part to the fullest in the greatest of human causes."

The record of the League's first decade is summed up as follows by Arthur Sweetser in the January issue of *International Conciliation*, published by the Carnegie Endowment for International Peace:

Evolution of new methods of conference, correspondence, and cooperation; settlement of eighteen political disputes.
Decision of thirty-two judicial questions.
Stimulation for Locarno and Kellogg pacts.
Elaboration of twoscore general conventions. Registration of 4,000 treaties.
Preparation of world-disarmament conference.
International supervision of mandates, minorities, and special districts.
Enunciation of basic financial and economic doctrine.
Organization of nine reconstruction loans totaling $400,000,000.
Freeing of international intercourse from many restrictions.
Facilitating the work of the business man abroad.
Studies of gold, coal, sugar, double taxation.
Administrative cooperation for safety at sea, news transmission, international statistics.
Narrowing of the opium and white-slave trades.
World conventions on slavery and obscene publications.
Repatriation of 400,000 prisoners of war.
Care of many more refugees.
Organization of intellectual cooperation.

"No less than twelve times has the League been called upon to intervene in international disputes, any one of which might otherwise have resulted in armed conflict," points out a United Press dispatch from Geneva, which lists the twelve disputes as follows:

1920—Dispute between Sweden and Finland relative to the possession of the Aaland Islands.
1920—Dispute between Poland and Lithuania relative to the Polish occupation of Vilna.
1921—Projected Serbian invasion of Albania.
1921—Finland's claims of Soviet's ill-treatment of inhabitants of Eastern Carelia.
1922—Polish and Czechoslovakian dispute relative to the Jaworzina frontier.
1922—Settlement of the Upper Silesian dispute between Poland and Germany.
1923—Irak boundary dispute involving Great Britain, Turkey and Irak.
1923—Dispute between Italy and Greece, resulting in the former's occupation of Corfu.
1924—Settlement of the Memel dispute with Lithuania.
1925—Settlement of the frontier conflict between Greece and Bulgaria.
1927—The Hungarian-Roumanian dispute relative to Hungarian optants in Roumania, which is still in process of pacific settlement.
1929—The Bolivian and Paraguayan frontier dispute.

The League's "greatest failure" has been "its inability to bring about any real progress toward disarmament," thinks the New York *Evening Post*, and *The Nation*, while crediting the League with many services to the cause of humanity, argues that the United States can not join that organization because it is "still part and parcel of that body of death, the Treaty of Versailles, which still prevents the pacification of Europe."

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WHAT THEY ARE TRYING TO DO AT LONDON

NO ONE KNOWS WHAT WILL BE THE RESULT of the London Naval Conference, and many do not even know what it is trying to do.

The eyes of all lands are focused hopefully on the delegates of five nations—the United States, Great Britain, France, Italy, and Japan—as they settle down to the task of adding a substantial bulwark to the peace of the world by advancing further the principle that naval armaments must be regulated by international agreement.

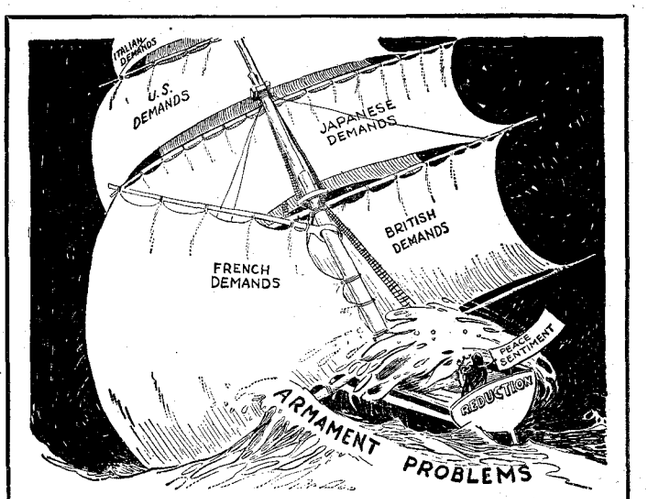
"There will be times at London when it will seem impossible to save the conference," says the New York *Evening Post*. "There will be times when the nationalistic claims of certain of the Powers will seem to preclude any possibility of attaining the compromises on which any final settlement must be based. There will be alternate periods of hope and despair in the course of the next few months, which public opinion will be in no position to analyze. But so important are the issues at stake that we may rest assured that no effort will be spared to reach an understanding which will give form and substance to the ideals which have actuated President Hoover and Premier MacDonald in their joint undertaking." The New York *World* tells us that "the simplest and clearest way to conceive the conference is to regard it as an attempt to continue and to supplement the achievements of the Washington Conference of 1921." Continuing:

"Broadly speaking, that conference for the first time in the history of the world brought a part of the armaments of the great Powers into the field of international agreement. The supreme achievement of that conference was the establishment of the principle that the size and power of armaments were not matters for purely national decision, but that national policies in armaments must be justified internationally, and regulated by international agreement. The Washington Conference applied this principle to capital ships, with the result that for ten years there has been no political agitation for competitive building of capital ships.

"The Washington Conference failed to apply this principle to ships of ten thousand tons and less, and because of this failure there has been, and is now in progress, competitive building in cruisers and in submarines. The London Conference will have achieved its main objective if it succeeds in establishing the principle for all classes of ships that naval programs must be internationally justified and internationally agreed to. The question of how many cruisers, of how many submarines, each nation shall have is relatively of minor importance compared to bringing the regulation of cruisers and submarines within the field of agreement."

THE GROOM APPEARS TO BE NOT QUITE READY

—Ireland in the Columbus *Dispatch*.



TOO MUCH SAIL

—Doyle in the Philadelphia *Record*.

In other words, "the conference will be a political success if it establishes an agreement, covering a definite number of years, which provides that at the end of that period there will be no revision of programs except by another international agreement." Pointing out that "in the popular discussion, this main objective is lost sight of," *The World* goes on to explain that, altho the meeting is referred to as a disarmament conference, "it is not a disarmament conference," and "the truest description would be to call it a conference for the international regulation of armaments"—

"If this fact is grasped, then the success of the conference will not be measured by money which is saved or the reductions to which one nation or another may agree. It is no doubt highly desirable to reduce armaments as well as to regulate them. It would be even more desirable to abolish all offensive armaments, but, as the world is now organized, the great purpose must be not so much to save money as to abolish the competitive spirit with its attendant suspicion and jingo agitation. The real danger in armaments lies in the state of mind which has to be created in order to frighten nations into demanding large armaments. In the propaganda to obtain armaments the seeds of international discord are scattered far and wide. The international regulation of armaments cuts off this agitation at the root, and that is why regulation, rather than limitation or reduction, is the real objective of statesmanship to-day."

"The other desirable results, such as the reduction of programs," we read further, "can and will follow from a clear acceptance of the principle of internationally regulated armament." As proof of this, *The World* cites "the fact that after ten years of regulation of the capital ship, there is a disposition everywhere to retard and perhaps even to abstain entirely from that replacement of capital ships which the Washington Treaty envisages." And—

"This is desirable, and it is important, but it is not so desirable, and it is not so important as the other and main objective of the conference, which is to bring cruisers, destroyers, and submarines under the same principle of regulation, tho not necessarily under the same ratios, which has for ten years applied to capital ships.

"American public opinion will be saved from many disappointments, from much misunderstanding, and from much cynicism, if it is clearly fixt in mind that the great advance in this whole field is the advance from armaments controlled by purely national considerations to armaments regulated by international agreement."

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WHAT THE SQUEALING IS ALL ABOUT —Orr in the Chicago *Tribune*.

CHICAGO AS A PAUPER CITY

"CRIME BOOMS As City Loses 473 Policemen," proclaims a head-line in the Chicago *Daily News*, giving a melodramatic touch to the condition of financial chaos from which the country's second city is struggling desperately to extricate itself.

"With a last frantic S.O.S.," says the Chicago correspondent of the United Press, "Chicago's governmental ship has gone down in the ocean of debt through which her battered old hulk has been wobbling for twenty months. The second largest city in the country is flat broke. For approximately sixteen years Chicago has been living beyond its income. Now credit is exhausted, and the health and safety of 3,500,000 residents are threatened by the gravest financial crisis ever faced by an American municipality."

Laid off with the 473 policemen were 220 firemen, and several fire-houses were closed and three fire-boats dismantled while rival factions in the City Council battled to whip the 1930 budget into shape in order to raise new funds. Four days later, all these policemen and firemen were reinstated. But the city has no assurance, we read, that this will be more than temporary. Blame for the situation which brought about their removal, and which is threatening to undermine all civic functions, is laid by his foes at the door of Mayor Thompson, and by him passed on to "the reformers," who caused a reassessment of all Cook County real estate. Whatever may be the opinion as to that, no one disputes the fact that Chicago is confronted with alarming realities, all sprouting from its empty treasury. And the remedy has not yet been found.

To give the high lights of the situation, as gleaned from the Chicago papers:

"President Caldwell of the Board of Education sees little hope that the schools will remain open after February 1, for 'even if we pass the budget, we can not get the funds.'

"Twenty thousand city employees were told early in January that they faced payless paydays, at least until the end of the month.

"More than 1,600 widows pensioned by the county had to go without their January pension checks.

"The snow-removal and garbage-collection systems crippled.

"The city owes $280,000,000, and has been warned that if the new budget exceeds the revenue, it will be unable to obtain additional funds.

"To raise money, the budget must be adopted and a tax-levy ordinance passed. Mayor Thompson has held out for appropriations equal to those of last year, about $4,700,000 more than was contemplated in the $55,264,410 'economy budget' of this year. He insists it is mandatory that the legislature come to the city's relief."

When the State Tax Commission nearly two years ago complied with a demand that the tax lists be published, gross inequalities were charged. More than 110,000 protests were filed, and more than 40,000 suits started in the county court. The upshot was that a complete reassessment was ordered. No taxes have been collected since. The city has been operating on borrowed capital, obtained by the issuance of tax-anticipation warrants, and its interest charge is $1,400,000 a month. The reassessment, instigated by what Mayor Thompson calls "the reformers," cut the assessed valuation of the city by about $300,000,000. Hence the revenue will be smaller, and coupled with that is the fact that the city already has a deficit of about $9,500,000. A "rescue committee" of business men is ready to serve, but, according to Silas Strawn, chairman: "We don't see any use in trying to assist. We were ignored when we offered our services in making the original budget. We were told it was really none of our business."

Thus stood the situation when, early in January, the country was startled to read that Chicago had suddenly cut its police force by 473 men, its fire-fighting force by 220, and had ordered further slashes in other departments, including the health bureau, to a total of about 2,000 employees. Then the head-lines boomed. Police Commissioner Russell said crime jumped 66 per cent. as a result of the police dismissal. Citizens grew nervous at reports that the fire-department reduction would send fire-insurance rates kiting. When fifteen dairy inspectors were laid off and Health Commissioner Kegel declared "it will be impossible to protect the milk supply with the remaining force," the Chicago Medical Society protested strongly against curtailment of the health department.

The administration held that the sudden dismissals were necessary under an order by the City Council providing for budget reductions, but the anti-administration forces of the Council took sharp issue. Alderman John S. Clark, chairman of the Finance Committee, we read in the Chicago *Tribune*, said Mr. Russell had acted hastily. "This whole thing is staged," he declared, "to frighten the people into raising more money."

The 2,000 ousted employees, including the police and firemen, were called back to work on January 9, when the Mayor vetoed provisions of the budget, with the statement that "the reformers" were responsible for the city's plight through the reassessment program. He insisted it was mandatory on the legislature to come to the city's rescue. Again the Aldermen went into session to wrestle with the problem, and on January 14, Alderman Clark predicted they would be able to trim the budget to within $270,000 above estimated revenues, and also pass it over the Mayor's veto, thus opening the way for the sale of tax-warrants.

"The City Hall crew," says the Chicago *Tribune*, "is counting again upon the inability or unwillingness of many voters to read figures, and draw obvious inferences from them of incompetence and maladministration. It remains to be seen whether the gang will get away with it once more." "The hour seems to be approaching," comments the Chicago *Evening Post*, "when officialdom must make terms with the people" and:

"Chicago must find leadership and go forward through the muddle to firm ground and the resumption of its great tasks."

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LA FOLLETTE ROUTS THE "OLD GUARD"

"YOUNG BOB" LA FOLLETTE COMES UP SMILING as his latest set-to with the Senate "Old Guard" puts him just where he wanted to be—on the powerful Senate Finance Committee.

The "Old Guard" was determined, the Washington correspondents tell us, that neither the Wisconsin Progressive nor any other "irregular" should sit on that committee. For two days it struggled to block La Follette, then capitulated. The stone wall of opposition suddenly collapsed, we read, when Senator Smoot, Republican, of Utah, switched overnight from his adamant hostility. Altho the dispatches say he had talked of resigning the Finance Committee chairmanship if La Follette were named, Senator Smoot cast the vote that broke the tie in the Committee on Committees, and the youngest Senator since Henry Clay—La Follette is not yet thirty-five—was established in his new post. Not content with that, the Republican Insurgents went ahead and placed Senator Hastings, of Delaware, on the important Interstate Commerce Committee and Senator Blaine, of Wisconsin, on the Banking and Currency Committee and the Elections Committee. It is "a party revolution," "a victory of the West over the East," "a yielding to the barbarians," various editors remarked excitedly.

This latest defeat of the "Old Guard" had its inception when a vacancy on the Finance Committee was created by the resignation of Senator Edge of New Jersey to become Ambassador to France. To borrow from a dispatch by M. Farmer Murphy, of the Baltimore *Sun:*

"Senator La Follette applied for the place and was supported by the Progressives. He had a good claim, according to the seniority rule, which Chairman McNary, of the Committee on Committees, announced would be the guiding principle in the rearrangement of assignments.

"To head him off, therefore, it was desirable that some one with a stronger seniority claim be induced to apply. Senator Goff, of West Virginia, accordingly was prevailed upon to seek the place. That seemed to settle the matter, but just at this point the President nominated Senator Sackett, of Kentucky, another member of the Finance Committee, to be Ambassador to Germany. Two vacancies thus were created, and La Follette could not be kept off unless the Sackett nomination were held up a while, or another senior to La Follette should apply for the second Finance Committee vacancy.

"But the committee, because it could not dilly-dally forever, and in order to relieve Senator Sackett's anxiety, decided to end uncertainty by considering Sackett definitely out. In this situation it was necessary for the regular Republicans to dig up another senior to Senator La Follette to fill the Sackett vacancy. This candidate appeared at the last minute in the person of Senator Metcalf, of Rhode Island.

"But instead of Goff and Metcalf being put forward, Senator Reed, of Pennsylvania, made a proposal to place Senator Goff and Senator Thomas, of Idaho, in the vacancies. On this there was a tie vote of four to four, with Senator Smoot of Utah not voting. Those voting for the Reed proposal were: Moses, Reed, Bingham, Dineen. Those against: Capper, Oddie, Nye, and McNary."

Then came Senator Smoot's surprizing change of heart and the resultant acceptance of La Follette. Just why he switched gives the correspondents food for speculation. Warren W. Wheaton, of the Philadelphia *Public Ledger*, points out that "perhaps never before in a long career in Congress has he flinched from party regularity of the most hide-bound kind." Some writers think Senator Smoot feared that the fight would be dragged out on the Senate floor, and that the "Old Guard" would suffer a worse humiliation there. According to David Lawrence, of the Consolidated Press, his action "was taken to mean that while he did not yield his own views, he did defer to the wishes of the President that harmony prevail."

Senator Thomas, we read, usually is identified with the regular Republicans, but Carlisle Bargeron, of the Washington *Post*, tells us "the Progressives believe that when he takes definite form at all, it will be along Progressive lines." To borrow from a Chicago *Tribune* dispatch:

"The committee now includes eleven Republicans and eight Democrats. Should only Senator La Follette turn against the regular Republicans, the committee would stand ten to nine. If Senator James Couzens (Rep., Mich.), who has opposed many of the policies of Secretary of the Treasury Mellon, or Senator Thomas, should join forces with Senator La Follette and the Democrats, the vote would be nine to ten against the regulars.

P. & A. photograph

AFTER THE SENATE BATTLE

Senator LaFollette, of Wisconsin (at left), who won a place on the Senate Finance Committee, despite the "Old Guard," and Senator Thomas, of Idaho, who received a similar honor. They succeed Senators Edge and Sackett, who have been given ambassadorships.

Hereafter seven of the eleven Republicans on the committee will be from Central and Western States. The control of the committee by eastern Republicans has been broken definitely."

"This, in effect, is a party revolution," says the Boston *Globe* (Ind.), "for, with Couzens of Michigan and La Follette as members, control passes to the Democratic-Insurgent coalition which will henceforth rule on Republican party financial policy." The efforts of "the die-hard 'Old Guard' to write its tariff ideas, and not fairly consider the entire country" brought about its defeat, according to the Columbus *Ohio State Journal* (Rep.). To the Birmingham *Age-Herald* (Dem.) the "decision of the 'Old Guard' to hold out an olive branch to the Progressives" is "a confession shouted from the housetops that the G.O.P. is hors de combat." Furthermore, "it is a complete surrender to the growling West; the East, for the first time in its history, is yielding to the barbarians." La Follette's assignment is hailed by the Philadelphia *Record* (Ind. Dem.) as "a victory for liberalism," but many papers subscribe to the views exprest by the Chicago *Journal of Commerce* (Ind.):

"That committee, which is generally the most important in the Senate, ought to be clearly controlled by the majority party. It is true that the Republicans in the Senate are a party in nothing but name; nevertheless they are the official majority, and as such they ought to claim the right of controlling committees, so as to prepare bills for consideration by the whole Senate. The coalitionists may say that since they constitute the actual majority party, they ought to enjoy control of the committees, and especially of the main committee of all. But if they want that prerogative, let them cast off the false names they are now using. Being neither Democrats nor Republicans, but coalitionists, let them coalesce formally, adopt a new name, announce themselves as the official majority of the Senate, reorganize all the committees, prepare legislation, and assume open responsibility."

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GOD'S WILL VS. THE CONSTITUTION

THE SUPREME COURT MAY HAVE TO DECIDE the constitutionality of the "will of God" one of these days.

For we are promised that an appeal to higher courts will follow the decision of Judge Warren B. Burrows denying citizenship to a Yale theologian, who insists that in obedience to the "will of God" he can not conscientiously promise in advance to bear arms in defense of the United States under any and all circumstances. A final judicial decision on this clash of allegiances is welcomed by the newspapers, which differ sharply on the case.

It will be remembered that Dr. Douglas Clyde MacIntosh, a Baptist, a Canadian of Scotch extraction, and for many years a teacher of theology in the Yale School of Religion, applied for United States citizenship last June. The application was denied, because Dr. MacIntosh would not say "yes" to the question "Are you willing to take up arms in defense of this country?" This clergyman, a chaplain during the World War, says he feels like this about it: "I can not in justice to my obedience to the will of God consent to bear arms in any or all conflicts of this country." A few days ago Judge Burrows of the Federal District Court at New Haven issued a formal denial of citizenship, reading in part as follows:

"It appearing that the said petitioner, considering his allegiance first to the will of God, would not promise in advance to bear arms in defense of the United States under all circumstances, but only if he believed the war to be morally justified, it is

"Decreed, that the petitioner is not attached to the principles of the Constitution of the United States, and further decreed that said petition for citizenship is denied."

So far as the Brooklyn *Eagle* knows, "This is the first case where a court has drawn a sharp line between allegiance to God and allegiance to the United States, and held virtually that allegiance to God should be a secondary matter." "The country is only injuring itself by barring from citizenship persons who hold sincere views similar to those of the Yale professor," concludes the New Haven *Register*, in Dr. MacIntosh's home city.

Bachrach, from Keystone View Company

DENIED CITIZENSHIP

Because, he says, "I can not in justice to my obedience to the will of God consent to bear arms in any or all conflicts of this country." Prof. Douglas Clyde MacIntosh.

The New York *World* can hardly believe that Judge Burrows is serious:

"It had always been supposed until recently that Christianity was compatible with the American Constitution. The Department of Labor must be aware that this view is widely held; in fact, so widely held that Christians have been elected at one time or another to every office within the gift of the people."

But the Judge finds plenty of newspaper support. The Milwaukee *Journal* thinks that the denial of citizenship "was the only action a court could take." Otherwise, contends the Kansas City *Star*, "we should have the way opened to law by individual selection, not by established authority":

"Each fellow would follow the law as he chose, fortified by his conscience, of course, in each instance. Not only would that mean in principle a reversion to the order when every man was his own law but the possibility that after a while it would not be necessary for anybody to agree to defend his country. The country wouldn't be there."

THE WOMAN JOB-HOLDER'S PLIGHT

"THE DOUBLE STANDARD IN WAGES and the absence of chivalry have resulted in unscrupulous exploitation of potential motherhood."

This dark picture of the conditions in which the woman wage-earner of to-day finds herself is thrust before the country, challengingly, by the Women's Bureau of the Department of Labor. The challenge does not go unanswered; many of our newspaper editors disagree, and lose no time in saying so. The charges causing this editorial flutter are contained in a bulletin written by Miss Agnes L. Peterson, assistant director of the Women's Bureau, who bases her conclusions on information obtained from nearly 60,000 working women.

Chivalry, she declares, is dead, calling it "another age-worn myth," and "the general custom of paying wages on the basis of sex is a relic of the dark ages." Furthermore, "the majority of employed women are at a great disadvantage, either because they do not dare to bargain about a job, for fear of losing out altogether, or because they are too young or inexperienced to choose or bargain among the jobs available." Another interesting conclusion reached by Miss Peterson is that "marriage, in many instances, fails to bring to women the economic security considered formerly to be one of its chief advantages." She continues:

"Whereas the new conditions have brought greater freedom of self-expression and action to large numbers of women, they have brought to others new economic problems that are heavy and complex. In fact, some of the problems that must be shouldered by women challenge our present social order."

Many capable and deserving men are unable to earn sufficient to meet the family needs, it is found, and the result is that wives and daughters must become wage-earners. More than half of the 60,000 women in the survey turn over all their earnings to the family. Another survey of more than 30,000 families discloses that 27 per cent. of them are without men breadwinners. In a study of more than 17,000 unmarried women one in every five is taking care of a family without any help from male relatives, and one in every eleven is the sole breadwinner in the family. The bulletin points out that "sons do not forego marriage and careers to anything like the extent that daughters remain at home because of the needs of parents or younger sisters and brothers." A plea is made for a thorough study of the problems of wage-earning women by the State and Federal governments.

The press, however, seem to disagree with Miss Peterson's conclusions, wholly or in part. One of her strongest supporters is the Chicago *News*, which asserts that "unfair exploitation of working women is a menace to the public welfare," and "until the working woman, wherever employed, is accorded full justice, conditions in employment can not be regarded as broadly satisfactory." "The bulletin's estimate of woman's present lot in the United States," says the contrary-minded Brooklyn *Eagle*, "seems one-sided," since "women have gained as well as lost," and they themselves can judge as to whether the gain or the loss predominates "in the changes that the laws of a generation have brought about."

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TOPICS IN BRIEF

A BOLT does us Democrats no good. What we need is a time lock.—*Dallas News.*

No matter how high you get in a plane, you're only a stone's throw from the earth.—*Thomaston (Ga.) Times.*

ACCORDING to the news from Washington, the Old Guard is getting not only older but more guarded.—*San Diego Union.*

THE Bible is published in 618 different languages, and the amount of illiteracy throughout the world is amazing.—*Boston Post.*

"IF you want to live long," says a doctor, "do as much walking as possible." Unfortunately, the coroners' courts don't support his theory.—*Passing Show (London).*

A NEW style of hat is said to give the wearer a surprized expression. This is better than the kind that produces this effect in those who see it.—*Punch.*

PERSONALLY we don't know the secret of success, but sometimes we are afraid it's work.—*Dallas News.*

THIS new device that lets the voice control automobiles just adds one more to the perils of backseat driving.—*Boston Post.*

"INCOME-TAX is inevitable," says a writer, "and it behooves us to pay up and look pleasant." Most of us, however, just pay up—*The Humorist.*

SENATOR SMOOT says the Finance Committee is charged with raising the Government's expenses. Isn't that a somewhat superfluous duty?—*Boston Post.*

CHICAGO turned off 473 policemen "to reduce expenses." Whose expenses? Why, the taxpayers' expenses—the ones the bandits are holding up.—*Kansas City Star.*

DELEGATES HURRYING BACK FROM AN INTERNATIONAL CONFERENCE
TO BE IN TIME TO ATTEND THE NEXT INTERNATIONAL CONFERENCE
HERBLOCK

THE DIPLOMATIC CIRCLE

—Herblock in the Chicago *Daily News.*

U. S. ATTORNEY AMELI asks every citizen of Kings, Queens, Nassau, and Suffolk counties to be Prohibition spies. All peek a booze, eh?—*New York Evening Journal.*

A SKEPTIC declares that when he attended a séance all he heard was chuckles. He must have struck a very happy medium.—*Punch.*

"THE modern girl is not at all shocking or indiscreet," says a bishop. This sort of statement is terribly discouraging to the modern girl.—*Punch.*

MATRIMONY, says a writer, is an institution of learning. In which a man loses his bachelor's degree without acquiring a master's.—*Arkansas Gazette.*

"WHAT becomes of all the cracked and scratched gramophone records?" asks a correspondent. I have an idea that my neighbor collects them.—*Passing Show.*

A MISSOURI man is accused of punishing his children by giving them severe electric shocks, which, of course, is just the modern way of applying the switch.—*New York Evening Post.*

THIS foreign gentleman who says Americans have no imagination ought to see some of the gals the newspaper reporters describe as beautiful bootleg queens and lovely flapper bandits.—*Macon Telegraph.*

MAYOR JIMMIE WALKER says there's no difference between the stock market and a horse-race. But did he ever see all the horses in a race suddenly turn around and start running backward?—*Nashville Southern Lumberman.*

FRANCE is for submarine limitation on land and cavalry limitation on sea.—*Dallas News.*

HAITI has 100 candidates for President, which makes things look blacker than ever down there.—*Tampa Tribune.*

A WRITER asks whether women have a sense of humor. Undoubtedly; look at the men that some of them marry.—*Punch.*

"THREE Kings at Wedding of Humbert and Marie."—*Chievepost.* And here's where a Duce is better than three kings.—*Chicago Tribune.*

THE New York policemen have added two airplanes to their equipment, but we don't see how that's going to help them with the underworld.—*Sanford (Fla.) Herald.*

FROM a newspaper discussion on the subject of the age attained by doves, it appears that thirty years is not very unusual. Still, that isn't good enough for Mr. Kellogg.—*Punch.*

OVERHEARD on the bus: "Weren't you nonplussed by the market collapse?" "I guess so. I was certainly minussed."—*Detroit News.*

THE U. S. spent $90,000,000 for chewing-gum in 1929, according to a statistician. And got plenty of action for its money, if you ask us.—*Thomaston Times.*

A CLERGYMAN'S wife ran away with a chicken farmer. She was probably tired of eating chickens donated by the parishioners. — *B'nai B'rith Messenger.*

A MILLION new telephone poles were erected in America last year, many of them, no doubt, replacements made necessary by the faster and more powerful types of motor-cars that have come into use.—*Kansas City Star.*

Now that the plump figure has returned, says a style expert, the girls may have their sweets again. In other words, they can eat their cake and have IT.—*New York Evening Post.*

THE fires in the White House and the capitol suggest that more light and less heat is the need of the hour in Washington.—*Milwaukee Journal.*

ACCORDING to a doctor, sleep is an invaluable aid to good looks. We have a shrewd suspicion that our domestic help is thinking of going in for a beauty competition.—*The Humorist.*

THE President of a South American Republic has learned to drive a railway engine. A very useful accomplishment for the President of a South American Republic, just in case.—*Passing Show.*

WHENEVER conditions are such that all the big business men are being quoted in the papers under the head-line "Out Look Better," it would be advisable to read these three words from right to left.—*Thomaston Times.*

"I will not wear the long skirts,"
Cried angry Kitty Blue;
"That is, I will not wear them
Unless the others do."

—*Macon Telegraph.*

Two Australians who have crossed Africa on foot for the first time on record describe how they were chased by a mad elephant, charged by a rhinoceros, attacked by a terrible snake, and surrounded by roaring lions. They have, however, proved that Africa is still comparatively safe for pedestrians.—*Punch.*

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FOREIGN - COMMENT

HUNGARY'S "POISON VILLAGES"

"I NEVER HEARD of the Ten Commandments! I never heard anything about 'Thou shalt not kill.'"

This is only one of the astounding revelations during the trial of Hungary's thirty-one peasant women poisoners, "on whose conscience lie from fifty to one hundred deaths, and whose orgies of murder revive in one's mind the strangest pages of medieval history." The trial, we learn from various European journals, took place in the small, picturesque and peaceful Hungarian city of Szolnok. In its first proceedings, it appears that one of the women poisoners was condemned to death, and three others to life imprisonment at hard labor.

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NOW HE'S FAMOUS

Police Sergeant Joseph Czasar, who is credited with having brought to light the Hungarian mass poisonings by women.

But, we are informed, the trial of these poisoners created such a scandal in Hungary, and drew to quiet Szolnok such enormous crowds of society men and women, professional men, aristocrats and peasants, to say nothing of a host of newspaper correspondents, that the Hungarian authorities decided to postpone the arraignment of the remaining twenty-seven accused until the excitement abated.

The story of these strange, poisonous murders, whose disclosure belongs to 1929 and not to a past barbarous age, is told in *Rul*, a Russian-language daily of Berlin, as follows:

"In two Hungarian villages, Nagirev and Tisakurt, nicknamed in the district 'the poison villages,' mysterious death traveled, over a long period of years, from house to house, and the number of graves in their cemeteries increased with unbelievable speed.

"The fact is that for getting rid of old husbands, of inconvenient lovers, or of undesirable children, or well-to-do relations due to leave a fortune after their death, the women of these two villages resorted to a simple and radical method. They addrest themselves to two midwives who had won for themselves the dark and horrible fame of poisoners.

"For the comparatively small sum of from one hundred to five hundred 'penges,' the midwives handed to their clients arsenic which they had extracted from sticky fly-paper. [A penge equals 7½ cents.] To this they added detailed and effective explanations as to how the poison was to be used. The result was that husbands, lovers, fathers, mothers, and children, including new-born babies, passed away suddenly and strangely.

"Astonishingly enough, these crimes remained undiscovered for years. In truth, almost all the women of these villages were bound to one another by the bond of crime, and they preserved their dark secrets masterfully.

"But in the latter months of 1929 certain charges were sent to the authorities. The police began an investigation. At Nagirev fifty graves were opened, and the bodies in them were analyzed chemically. In forty-two cases out of fifty the physicians established the fact that death had resulted from poisoning by arsenic."

The real demon of the whole bloodcurdling epic, *Rul* goes on to say, was "Aunt Susie," alias Susanne Fasekas. This midwife settled in Nagirev about forty years ago, we are told, and it is conjectured that she probably began her terrible activities at that time. At first, it seems, she merely specialized in malpractice, but soon passed on to wholesale murder. *Rul* continues:

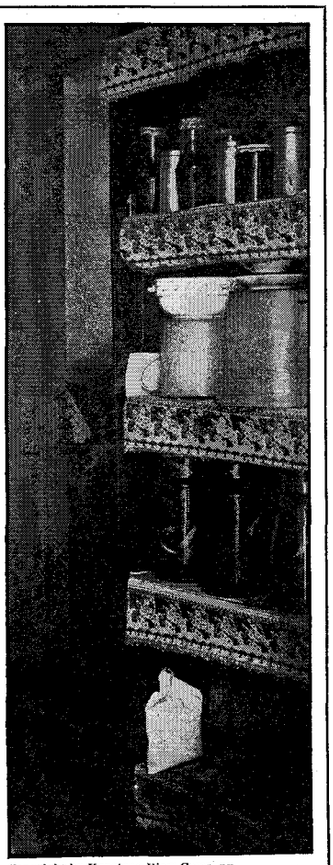
"She was a woman of unusual gifts and personality, and wielded a truly demonic power and authority over the ignorant inhabitants of these remote Hungarian villages. She was tried ten times for malpractice, but each time managed to escape conviction. This time, too, she evaded 'earthly punishment.' As soon as the investigation began, she committed suicide. But the other 'witch,' Julianne Lipka, who poisoned her mother and six strangers, found herself on the bench of the accused, and was sentenced to death.

"Some strange frenzy seems to have seized the female inhabitants of these villages. Women poisoned people not only for material reasons, but merely out of the thirst for killing. The indictments which were read in the court abound in descriptions of horrible cruelty and sexual perversity."

Posslyednia Novosti, a Russian daily in Paris, quotes some of the statements which the women-poisoners made in court during these cross-examinations. For instance:

"Lidia Olah, seventy years old, who is guilty of 'only' one murder, said challengingly: 'We are not assassins! We did not stab our husbands. We did not hang or drown them either. They died from poison, and this was a pleasant death for them!' . . . Another accused, Rose Glyba, to the Judge's question whether she knew the Ten Commandments, answered emphatically 'No!' 'Do you know the Commandment, Thou shalt not kill'? the Judge asked again. 'I have never heard of it,' she retorted, and sat down with a gloomy and angry air."

This paper tells us further that now "the epidemic of poisonings has ceased at Nagirev. But the feeling of fear continues to live in the village. Husbands fear their wives, parents, their children, and travelers, those in whose homes they stop. One can not make one



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THE LARDER OF DEATH

Where one of the alleged Hungarian women poisoners kept the fruit and vegetables used to give undesirable villagers their entrance to eternity.

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hundred steps in the village without encountering a dejected figure—a relative of some of the accused women. We read then:

"The inhabitants of the village look like the ostracized, or like lepers among healthy people. The peasants of the neighboring villages have solemnly sworn never to marry the girls from Nagirev. On Sunday, the day when the sentence passed by the court became known in the village, dramatic scenes took place in its church. The pale faces of the parishioners were bowed in gloom when the priest began his sermon with the words: 'We all are guilty, you and I.' Cries, sobs and hysterics broke out in the church, when, following the priest's example, all knelt and began to repeat after him: 'Lord, forgive our sins!'"

ITALY'S THREAT

THE TRAGIC POSITION of Italy in the Mediterranean explains the semi-official Fascist statement that unless Italy is allowed naval parity with France, the London conference may be wrecked.

Such a trumpet blast issued to the world at the very moment the conference was about to open cast gloom over a scene that had been hitherto radiant with sunshine. According to Rome dispatches, the failure of France and Italy to reach a preliminary agreement before the London Naval Arms Conference inspired an editorial entitled "Ships and the Sea" in *Foglio d'Ordini*, the official organ of the Fascist party. As quoted in the press, the Italian naval challenge reads:

"The London conference's object is to effect an agreement between the world's chief naval Powers, England, the United States, Japan, France, and Italy, in order to reduce or check armaments. That an agreement may be reached is our ardent wish, but we are not blind to the difficulties which must be overcome.

"One of these, and a prejudicial one, is the question of Italian naval parity with France, which already has been recognized in the Washington protocols. For us to give up parity is absolutely impossible. Whether parity be at a higher or lower or the present level does not matter. The essential point is that the Italian right to parity with France must be maintained in the new protocol.

"Not only does Italy wholly maintain its right to naval parity with France, but ideally maintains the same right also in respect to the strongest naval Power in the world. It is only owing to her restricted economic and financial possibilities that Italy renounces her claim to naval parity with England. England is an island open to all seas. Italy is a peninsula prisoner in a closed sea, the doors of which are in the hands of foreign Powers.

"Italy's position in the Mediterranean is grave; indeed, tragic. The life of a nation of 43,000,000 inhabitants depends on passage through the Straits of Gibraltar, only a few miles wide and easily blockadable even by a small force, through which Italy must communicate with the Western world. For France, the Mediterranean problem is merely a problem of insuring the transportation of her colored troops to Europe. For Italy it is a problem of the life and death of the whole nation. France can sail the North Sea, the Atlantic Ocean and the Mediterranean; Italy only the Mediterranean.

"Perhaps the ship of the Argonauts who are seeking peace in London may founder on the rock of Italo-French naval parity. If the conference should fail for such a reason we would be left perfectly unmoved."

This is the frankest statement of Italian policy yet made, declares Arnaldo Cortesi, Rome correspondent of the New York *Times*. Also, this informant notes, this is the first time Italy has asserted that parity with France is the only great question on which the Italian delegation would assume an irreconcilable attitude. Then, Mr. Cortesi points out, it is the first time Italy has said in so many words that she is ready to cause the failure of the conference, if her claims in this matter are not recognized.

Meanwhile Vienna press dispatches tell us of the alarm and indignation aroused in Italy because of the arrival in the harbor of Sibenik in Dalmatia of two new submarines of the Jugoslav fleet, which were built in France. A small but select fleet of French cruisers escorted the two new acquisitions of the Jugo-

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HUNGARIAN "POISON WOMEN" HEARING THE SENTENCE OF THE COURT

One of them was sentenced to death and the other three to hard labor for life.

slav Navy, it is related. A Vienna correspondent of the New York *Evening Post*, M. W. Fodor, speaks of the jubilant demonstrations at Sibenik in favor of "the Franco-Jugoslav friendship and alliance." He proceeds:

"The Italian papers alleged that these demonstrations were not only a manifestation of friendship between France and her Adriatic satellite, but that on that occasion serious anti-Italian demonstrations were held.

"The reports of the Italian newspapers that the Rome Foreign Office protested, in form of an official note, against these unfriendly demonstrations toward Italy were denied officially in Belgrade. Nevertheless, it is certain that there was a serious exchange of opinion between Rome and Belgrade because of this incident.

"Rome naturally views with some misgivings the attempt of the Belgrade Government to build a new Navy in the Adriatic, the purpose of which can be only to become a weapon against Italy. Moreover, Italy considers the Jugoslav fleet, in reality, as a supplementary force to the French Navy. Rome complains that France not only wants to keep a Navy superior to hers, but also tries to increase it by encouraging Jugoslavia to build a Navy—a force which is only a branch of the French naval power.

"In face of the naval disarmament conference in London, an inquiry into the strength and value of the new Jugoslav Navy is of great importance. Jugoslavia, even before her birth, was dreaming of the establishment of a strong Navy, as she considered herself the only rightful heir to the Austrian fleet. This dream had almost been realized and only the clever Italian schemes frustrated its realization. The Jugoslavs considered themselves entitled to the possession of the Austrian fleet, as they were to become the heirs of the coastal districts of the old Austro-Hungarian monarchy. Moreover, the bulk of the sailors of the old Austrian Navy were Croats and Dalmatian Croats.

"However, the old Austrian Navy was divided among the victorious Powers, and in 1918 Italy achieved that the Jugoslav dream of a mighty Navy passed off within a few days.

"Yet the Jugoslavs have not given up the old dream. And when the friendship with France was converted to an alliance, good care was taken to build, slowly yet surely, an efficient fleet in the Adriatic."

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A CHINESE CLOSE-UP OF CHINA

A THIRD AND MORE FORMIDABLE challenge of the Central Government of China is said to be under way.

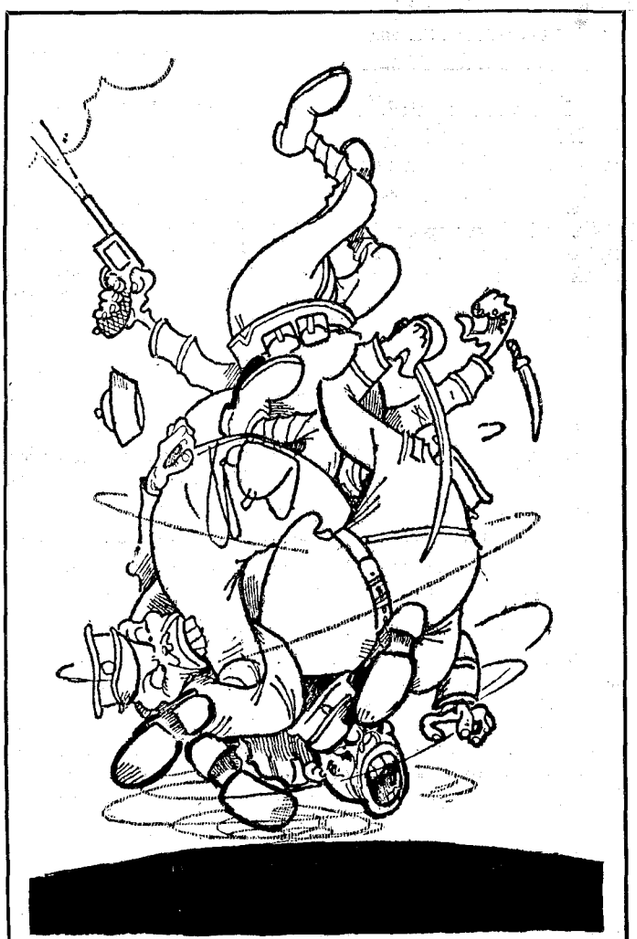
The first and the second were the conflicts of the Central Government with hostile factions in the autumn of 1928 and the spring of 1929. The Government emerged from them victoriously, says a Chinese contributor in *The Irish Statesman* (Dublin). He predicts that we shall soon know whether the third challenge will materialize. Behind it, he adds, will be the following factors:

"(*a*) Remnants of the former Kwangsi group defeated by the Central Government last autumn. Considerable numbers of them are entrenched in Kwangsi, in South China.

"(*b*) Gen. Feng Yu-hsiang's armies. Altho General Feng himself has been dismissed from all public offices, his group of armies is still intact. They are all quartered in the eastern part of Shensi Province. General Feng himself is at present living in Taiyuenfu, in Shansi.

"(*c*) The Communists are the sworn enemies of the present régime. Therefore, in any general disturbance against the Central Government, they are almost certain to be involved.

"(*d*) Gen. Yen Hsi-shan has exprest such open sympathy toward General Feng that altho he is still cooperating with the Central Government, it is thought by many that he will combine forces with General Feng in the event of a clash between the Central Government and the dissatisfied elements."



UNIFICATION OF CHINA

Touching "reunion" of Chinese generals.

—*Isviestia* (Moscow).

The present period of China's national life, we are then told, corresponds very closely to the period in the history of the United States of America immediately after the close of the Revolutionary War against Great Britain. A central authority in government has to be evolved, it is averred, and its relationship to local governing bodies clearly defined. Precisely this is what has been taking place in China since the summer of 1928, according to this Chinese informant, who proceeds:

A JAB AT THE LEAGUE

THE OLD LADY: "Tweet, tweet! Shush, shush! Now, now! Come, come!"

—*The Daily Record* (Glasgow).

"For the past decade or so, China has had a Central Government only in name. Now a new central authority has arisen in Nanking which claims to speak for the whole country. The problem immediately comes up as to how far the Provincial governments will accept this authority. In other words, in our struggle to organize a modern State in China, we have reached the stage when a clear demarcation of authority in government is required between the central and the provincial administrations. It will probably take us many years to settle this question of 'Federal' versus 'State' powers, but until it is settled, and the settlement embodied in a national constitution, these periodic challenges against the Central Government will continue to be a feature in our political situation."

Rapidly sketching the outstanding features of China's status as a whole, this Chinese remarks that the problem of China, Japan, and Russia, the three countries vitally concerned in Manchuria, is simply this:

"China naturally wishes to recover the economic sovereignty over Manchuria in addition to the political sovereignty which she now holds. Japan, in order to hold permanently her economic rights in Manchuria, feels she must wrest from China the political sovereignty of the territory, and make Manchuria part of the Japanese Empire. Russia's chief problem in the Far East is to find an ice-free, strategically situated port as an outlet for her Siberian empire. To reach such a port her road lies through Manchuria, and both China and Japan are in her way. This, in brief, is the international situation in Manchuria."

As to the Chinese Eastern Railway dispute, it is asserted by this optimistic Chinese that provided no third party takes a hand in the affair, Russia and China will come to an agreement as soon as Russia expresses her willingness to carry out the Mukden agreement of 1924. Meanwhile, we find a sudden tragic note in this writer's statement about the famine in Northwest China:

"Severe famine conditions are prevalent in Northwest China, the worst being in Kansu and Shensi. The prolonged drought has killed any hopes of a crop this year. Next year, even if the drought is broken, famine conditions will persist in many

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areas because the farmers have no seeds to plant. I was at lunch one day with one of the directors of the International Famine Relief Society. He informed me that over 20,000,000 people are in dire need of relief in Shensi and Kansu. The Chinese have already raised several millions of dollars to help the sufferers and are still raising more every day. Friends abroad have also contributed generously. But more is needed, for otherwise many tens of thousands must inevitably perish."

On the other hand, we are told, all things considered about China to-day, one of the most notable features is the rapid stride being made in industrial and commercial enterprises.

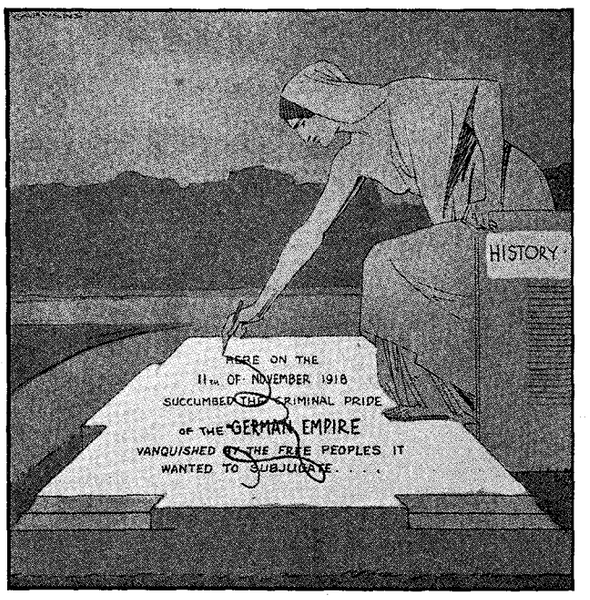
BLUDGEONINGS OF HATE FOR GERMANY

HATRED OF GERMANY STILL BURNS in Belgium and France.

And what is more, declare influential Berlin dailies, the animosity against the Reich increases rather than diminishes. In Belgium, it is claimed, hostility against Germany has become a cult. By way of illustration, the *Koelnische Zeitung* tells us of a Belgian publication which is called "A School Outline History of Belgium." From this book, it is alleged, Belgian pupils are taught that the Germans in war times systematically cut off both hands of Belgian children.

One child, it is charged, had its hands cut off because it could not tell a German officer how to reach a certain town. Then a verbatim quotation from this Belgian School History is cited by the *Koelnische Zeitung:*

"At Antwerp a woman implored mercy for her husband because he was the sole support of her eight children. The German officer gave instant orders that five of the children be put to death. Thereupon he turned to their shrieking mother and cried: 'Now you've got only three children—your problem is solved!'"


HISTORY
HERE ON THE
11TH OF NOVEMBER 1918
SUCCUMBED THE CRIMINAL PRIDE
OF THE GERMAN EMPIRE
VANQUISHED BY THE FREE PEOPLES IT
WANTED TO SUBJUGATE . . . .

GERMAN RAGE

The tablet of the great lie in Compiègne Wood.

—*Kladderadatsch* (Berlin).

By way of comment on the foregoing citation, this Cologne newspaper remarks:

"This incitement of hatred is not as bad as it seems. Its very exaggeration takes some of the poison out of it. But any endurable mutual relation of people to people, or even of government to government, is unthinkable while it is kept up.

"Not the World War, not the war-guilt problem, in a deeper sense not even the march of the German troops through Belgium, can be said to stand between the two races. Where historical evolution is concerned, indeed, even when historical tragedy itself is involved, the subconsciousness of the peoples is profoundly comprehending.

"It is only the fomenters of hatred, their misrepresentations and their lies, that stand in the way of reconciliation.

"As regards the underlying motives for the hatred of Germany, be it noted that they are graver in Belgium than they could be in France. They carry more weight than they do in England, or even in Italy. Belgium suffered more, and she was not in any way responsible for the catastrophe. Yet as regards Brussels or the Walloon country, to say nothing of Flanders, the fires of her hatred would long since have burned out were it not for the systematic feeding of the flames."

France may be less venomous than Belgium in its hatred of Germany, observes the Berlin *Vorwaerts*, yet it is worthy of notice that French hatred forms a political bond among certain antagonistic political elements at Paris. A classic example, according to this Social-Democratic newspaper, is the detestation Poincaré had for the late Clemenceau. There was only one basis of agreement between these bitter political foes, we are told, and that was their intense hatred for Germany. We read:

"Poincaré and Clemenceau were two haters of Germany who hated each other.

"If Georges Clemenceau once undertook to lay a political enemy low, he followed him with a fanaticism and a cruelty proverbial in all France. He knew neither restraint nor relenting.

"For this reason he was dreaded. Few, indeed, were the men who ventured to take up the cudgels against him. Just why he hated Poincaré so furiously is not clear.

"In essentials Poincaré and Clemenceau had many points of resemblance. Both were ardent patriots. Both repudiated all idea of understanding with Germany. Both were ice-cold natures. Both could hate."

Hatred of Germany, some other Berlin newspapers assert, drew the enemies of Briand into a combine against his Ministry, and thus the way was paved for the Tardieu Government. The first thing Tardieu did, alleges the Berlin *Kreuz Zeitung*, was to make a speech in the French Chamber of Deputies, advocating a policy of "keeping Germany down." Such talk is all that keeps the Tardieu Ministry alive, according to the *Kreuz Zeitung*, which adds:

"The fireworks' fizzle of Briand's phrases only served—like all the oratorical outbursts of this artist of words—to beautify and disguise the triumph of the French jingo policy of hate."

THE NEW PHASE IN INDIA—A plain cleavage between the Moderates in India and the irresponsible extremists who captured the Indian National Congress is noted by British editors. No British Government, remarks the London *New Statesman*, could be better qualified than the present one to understand from intimate, personal experience the precise nature of such a cleavage, and to take advantage of the situation which it creates. This weekly adds:

"The Congress, by its attitude toward the recent attempt on the Viceroy's life, by its demand for instant independence, and by its definite refusal to take any part in a conference even on the basis of 'Dominion Status,' has placed itself beyond the pale. There is no reason why any further attempt should be made to 'conciliate' the Congress leaders or, indeed, to pay any more attention to them at all except in so far as they may attempt violence, which is not very likely.

"The British authorities both in India and at home are thus set free to concentrate their efforts on obtaining from the more moderate parties, a fair and reasonable consideration of the forthcoming Report of the Simon Commission. The breaking away of extremist groups always implies a simplification of the political situation, and tho it is early yet to prophesy, we are inclined to think—and certainly to hope—that the events of this week may mark a favorable turning-point in the history of Anglo-Indian relations."

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ITALY COMES TO LONDON

"NOTHING LIKE IT HAS BEEN SEEN since Napoleon filled the Louvre with his loot from Italy."

This is an English painter's comment on the Italian loan exhibition opened at Burlington House, London, on January 1st. It seems comic to suggest "loot." It is not Italy alone looted in this case. It is amiable looting from America also;

A GEM FROM MILAN

Sent to the London Exhibition from the Museo Poldi Pezzoli, Milan. Painted by Antonio Pollajuolo (1429-1495).

from France, England herself, from Scotland, Sweden, Denmark, Holland and Belgium. When Mussolini was approached for loans from the public galleries, he replied that Italy would astonish the world with its answer. Money can not estimate the value of the pictures sent from the home of Italian art, and it is reported that many Italians will make the pilgrimage to London to see the masterpieces that to visit at home would entail a tour of the whole Italian peninsula.

While the wild December storms were strewing the coasts of England with wrecks, the treasure-ship from Italy outrode the waves in safety, tho hearts were quaking over the possibility of disaster. Full reports of the opening have not reached us from English sources, but cable dispatches in American papers report the exhibition besieged by eager crowds. No wonder, since, as the art critic of the London *Times* observes in anticipation: "Not only will it provide an opportunity for students from all parts of the world such as has never occurred before and will never happen again, but it will contain almost a profusion of what may be called pictures of romantic reputation." Our illustrative selections bear this out. The critic continues:

"They are among the pictures which would come into the mind of the ordinary person if he were asked to say what he knew about the art treasures of Italy. On the strength of these pictures alone, several of them 'household words' in reproduction, the exhibition is bound to be a success of curiosity apart from all that it will mean to the student, connoisseur, and collector. For most people 'Italian Painting' represents an association of ideas similar to that in 'Greek Sculpture,' 'German Music,' or 'English Lyrical Poetry.' It is, briefly, art without any adjective."

The story of the assembling of the exhibition competes in interest with the show itself. What follows may be read as accomplished fact, save for the storm which was outside calculation:

"For reasons of national prestige, as well as out of good-will to this country, the Italian Government has determined that this demonstration of the meaning of Italian art shall be overwhelming. The arrangements made for selecting, collecting, and transporting the works of art reflect the highest efficiency in organization. Nothing has been left to chance. Wherever the response was not absolutely certain the request for a work from a provincial gallery or private collection was accompanied by a personal letter signed by Signor Mussolini. In every case an expert from the Brera Gallery, Milan, the magnificent building where the works are now collected, has accompanied the work from its place of origin to its delivery at the Brera.

"Commendatore Modigliani, Director of the Brera, who is generally responsible for the organization of the exhibition in Italy, will accompany the pictures and other works on their voyage. A course will be taken which will enable the vessel to put into port at the least sign of bad weather. Directly the arrival of the liner is signaled from Lloyd's, Maj. A. A. Longden, D.S.O., secretary general of the exhibition, will proceed to Southampton Docks, where he will meet Commendatore Modigliani, and together they will accompany the works to London. Through London the route taken will be along the Embankment, so as to avoid as far as possible the risks of traffic."

To give a list of the works shown is impossible. Some hint is provided by *The Museum News* (Washington):

"In the shipment were some 280 paintings and other works of art. Among the paintings are Titian's 'Portrait of Pope Paul III,' and 'Portrait of an Englishman'; Raffael's 'Madonna,' 'Eternal Father,' and 'La Velata'; Andrea del Sarto's 'Holy Family,' and 'St. Anne'; Botticelli's 'Calumny' and 'Birth of Venus,' and Filippo Lippi's 'Annunciation.' The art works were packed in 301 cases, which were in turn packed in 121 sealed vans. These vans were transferred directly from the ship's hold to trucks and were not opened until they reached Burlington House.

"The exhibition will include pictures of every period from the thirteenth to the twentieth century, including fifty or more canvases by Italy's best painters. It is expected that about six hundred works will be shown. Two rooms will be devoted to drawings and there will be some sculpture, furniture, tapestry, glass, and majolica.

"In addition to the shipment from Italy, paintings have been obtained from many other sources on the Continent and from the United States. Among the paintings from the United States are three Italian primitives from the Jarves collection at Yale University: 'The Vision of Saint Dominic,' by Bernardo Daddi, 'The Annunciation,' by Neroccio, and 'Hercules and the Centaur Nessus,' by Antonio Pollajuolo."

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ARE OUR "YOUNG BARBARIANS" TOO OLD?

IS THE COLLEGE-ENTRANCE AGE too protracted? Parents evidently do not think so; President Lowell of Harvard does.

He implies in his annual report to the overseers that the parental policy is due to ignorance. The truth is, he declares, that statistical studies prove that "those who enter young are superior in both behavior and scholarship." He has sought to change the minds of parents, but in spite of the proof just mentioned, and "in spite of recurrent appeals, official and private, some parents still persist in holding their boys back, or keeping them out of college a year after they are prepared, under the illusion that they will get more out of college if more mature."

A confirmation of his point of view happens to appear in a recent privately printed book, by Norman Douglas, called "How About Europe?" (Florence.) The book, inspired by "Mother India," is a comparison of facts there recorded with corresponding ones in the West. The second paragraph evidently refers to an Italian family:

"The Western notion seems to be this: some dogs can learn tricks, therefore all dogs must learn them. Are we ever going to realize that we have our unteachables too, and that to keep them in schools is wasting not only our money but their time? Presumably not. The school age is continually being raised. Soon we shall be doing sums when we might be getting married. Under discipline all the time and coddled like little girls! The consequence is that England is full of well-groomed adolescents of twenty-five, with no more poise or self-reliance than a Newfoundland puppy.

"I have lately gone through two volumes of a certain family history. Astonishing how early the ancestors of this family began life, and what a zest they threw into it. At fourteen they had their University degree or Army commission or whatever it was; four years later they were married."

The opposing view is taken by the Boston *Transcript:*

"We dislike to believe, and we do not believe that Mr. Lowell means to say that no boy, old enough to have completed the academic requirements for admission, is too young to enter college. Most certainly such cases arise. Indeed, for our own part, we are content to go further and to make the statement as a general rule, that boys who are prepared to enter college at sixteen are, at that time, too young to enter college for their own best advantage. Of course, the whole matter comes down in the last analysis, to the particular individual whose case is in question.

"If the boy who finishes his secondary schooling by the end of his fifteenth year be an individual of markedly superior all-round development, in physique, in mind, and in social attitudes, then, indeed, he may as well enter college. It would have been as idle to try to hold in leash the younger Pitt as to try to bridle the whirlwind.

"If, on the other hand, as is more often the case, the boy is simply a keen-minded, fairly healthy youth, not manifestly developed beyond his years, he is placed under a needless handicap by immediate admission to college. In a score of campus relationships he will have to carry, as well as may be, the onus of being referred to, no matter how pleasantly, as the baby of his class, and the consequences of this weight are not seldom disastrous. Even in his academic course, the chances are that he will tend to develop a habit of finding work hard, which after another year of growth he could have mastered directly and pleasantly.

"On the whole, it seems at least possible that Mr. Lowell would not deny this contention regarding the very young. When later in his argument he remarks that the reduction of the average age of the entering freshmen which has been brought to pass in recent years 'is an inestimable gain,' and that 'it would be better still if it could be lowered six months more,' apparently he has in mind boys of about the eighteen-year age-level. According to the registration office, the average age of freshmen entering Harvard last autumn was 18 years 4.74 months. Upon the proposition that most boys who are seventeen years of age are old enough to enter college, we are in agreement. But if Mr. Lowell really intends to advocate sixteen as an age none too young, we beg leave to differ."

ANATOLE FRANCE AFTER FIVE YEARS

ANATOLE FRANCE'S DEATH was not a signal for mourning. Instead the younger generation in France were moved to mild execration.

Five years have passed, and his status is still in doubt. "Whether one likes it or not, his death created a void," writes Harold J. Salemson in a unique little review, *Tambour* (Paris). Two things are somewhat obscure in the mind of Mr. Salemson: "What was the importance of Anatole France and the value of his place in literature? For no matter what one says, he did occupy one. Has the place occupied by Anatole France been taken by some one else, or does it remain empty?" The editor

A RARE BOTTICELLI (1447-1510)

This "Virgin and Child" has journeyed to the London exhibition from the Museo Poldi Pezzoli, Milan.

of *Tambour* is in no doubt, but he sends out to prominent French writers to get their views, and a selection is translated here:

"Paul Morand: 'The work of this agreeable compiler, of this charming erudite one, of this pleasant cabinet writer. . . .'

"Blaise Cendrars: 'Ennui, ennui, ennui, ennui, ennui, ennui, ennui, ennui.'

"Jean Cassou: 'Anatole France is the type of a great writer for professors. Only a professor could so fool himself and allow himself to be taken in.'

"Léon Deffoux: 'Dead, as alive, he remains a delicious, grand artificial man.'

"Joseph Delteil: 'Anatole France is a writer whom one reads (and agreeably at that), but whom one does not reread.'

"Fernand Divoire: 'His work was never of interest to me. . . . On which plane do I place the works of Anatole France? On the plane of pretty, useless things, consequently, harmful.'

"Joseph Jolinon: 'Too much of formal beauty, a perfection which is too even, a permanent confusion of the academician with classicism. My God! What a graybeard!'"

The above are phrases—straws that test the wind—chosen by *Comœdia* (Paris) from the replies in *Tambour*. Some writers

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tempered their disdain with correctives. Here are contrary opinions:

"Francis Ambriére: 'With serene impudence we deny the philosophy of Anatole France. But we also fear that the future will avenge the great old man and confound our injustice and our mental debility.'

"M. Constantin-Weyer: 'No, *it* is not he who has changed, it is we.'

"Henri Duvernois: 'He has grown. I do not see that the work of Anatole France is shrouded in obscurity. Quite to the contrary.'

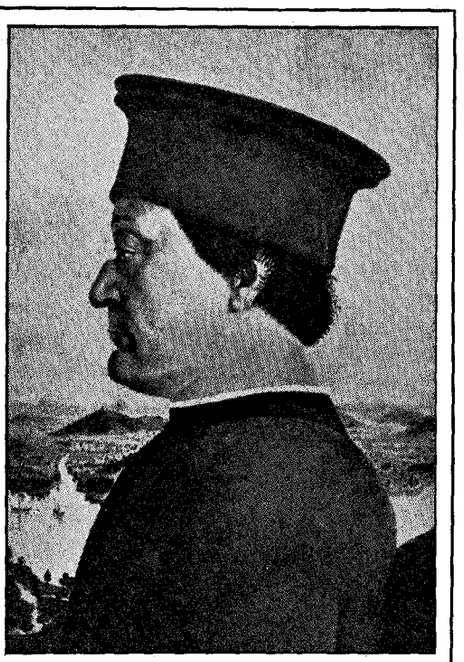
"Constant de Horion: 'I do not believe that I am the only one to place the master of *Jerome Coignard* in the first rank among those of whom one never tires.'

"Jacques Roujon: 'No other writer was better in expressing the French language. It is very difficult to place him on any other plane than the first.'

"André Maurois: 'The genuflection of glory to his undulations.'"

Theodore Dreiser says that France was too distinguished an artist to disappear in five years.

Bernard Shaw furnishes the final word: "The situation of all authors is changed by death. There is a descent to hell followed by a resurrection even on the part of the most celebrated of the immortals."



"FEDERICO DI MONTEFELTRO"

From the brush of Piero della Francesca (*C.* 1416-1492), and sent to the London exhibition from the Uffizi Gallery, Florence.

UNKNOWN CELEBRITIES—The world may be buzzing with your fame, but your old school friend, if you haven't seen him in years, may be quite unaware that you are even living. Witness two sad experiences recorded by "Onlooker" in the London *Daily Mail*. The Sitwells, Osbert, Edith, and Sacheverell, after achieving fame in London for poetry, art criticism, fiction, and the formation of a coterie, finally confounded father:

"A good story about the Sitwells is told by Brig.-Gen. the Hon. Robert White.

"Fifty-five years ago he was at the same private school as Lord Byng and various other celebrities, including a certain Sitwell, who organized a band of Roundheads (which included General White) to combat a rival band of Cavaliers.

"A few weeks ago some one entered General White's office and said, 'Do you recognize your former commanding officer?'

"It was Sir George Sitwell. Not having seen him for fifty-five years, General White naturally inquired what he was doing, and whether he had any children.

"This was rather a startling inquiry to make of the father of the famous three.

"'Three,' Sir George Sitwell told him.

"'What are they doing?' inquired General White kindly. Sir George scratched his head. 'I'm blest if I can tell you,' he said."

The writer is reminded of an equally good and true story of Sir Edward Elgar. Big business is apt to be too absorbed for much music, but the famous English composer's "Pomp and Circumstance" must have been played even in the hearing of Big business. Tho who asks for the composer?

"Not long ago he met and was recognized by a schoolfellow whom he had not seen for half a century. His old schoolfellow explained, with justifiable pride, that he had got on well and had now the biggest business in England in his line—laying out lawns for a certain kind of game.

"At last politeness induced him to turn to Sir Edward's affairs. 'Let's see,' he said reminiscently, 'weren't you rather fond of music at school?—played the flute or something. Ever do anything at it?'"

IS THERE MODERN POETRY?

THERE ARE POETS TO-DAY, but is their product "modern poetry"? When the London Authors Club recently discust the subject, Ernest Short maintained there was no such thing. There is "poetry," but no "modern poetry." Much that bears the latter label is to him not poetry at all. So far as verse of any age is "period verse," it runs a good chance of not being poetry, thinks the Providence *Journal*, taking up the cudgels. We are emerging from "free verse," and *The Journal* believes that succeeding ages will judge this form as having fallen between the two stools of poetry and prose.

"As we look back over the poetry of the past we find that sometimes its writers have been deeply interested in what was going on around them in the larger or the smaller events of their age, whereas other poets have seemed oblivious of their age, and might as well have written at any time or in any language. Two friends who were living a little over a hundred years ago illustrated these two types. Shelley was fervid in his intensity for reform in all directions. Hardly any 'cause' in vogue in that period can be mentioned in which Shelley was not interested, whereas Keats was timeless in his enthusiasm. As we look back upon them we see that Keats's poetry has suffered less from the handling of time than Shelley's. It is the timeless element in Shelley and not the element contributed by his own time that has survived.

"Tennyson wrote certain poems definitely on his own period, but the world has quite forgotten 'Hands All Round,' and 'Riflemen, Form.' In 'Maud,' which in some respects is the greatest of Tennyson s poems, the social or political background is now precious only for the foreground of beauty and tragedy that awakens our real interest in the poem. In 'In Memoriam,' Tennyson gave a permanent picture of the higher scientific and religious thought of his age, but what he thought he was doing was writing the poetry that was in his heart to write and this naturally involved these two intellectual interests. . . .

"The striving after novelty that some of our poets have shown has been partly due to a craving for the limelight, and partly to a conscious inability to handle traditional forms. But as Mr. Short tells us: 'The forms hallowed by the English tradition, surely, were elastic enough. No free verse was ever freer than Shakespeare's, or even Milton's blank verse. But disastrous as the attempt to create modernity of form has commonly proved, the attempt to throw away the spiritual traditions of the past is still more disastrous. The world does not want 'modern poetry'—it wants just poetry. It knows that since its poets are modern men, they will, in spite of themselves, embody whatever in modern life particularly calls for poetic utterance."

THE COVER—Looking at the broad vigorous strokes with which the painting for the cover is accomplished, one at once thinks of the School of Sargent and Miss Cecelia Beaux. So it is no surprize to learn that Miss Whitehurst was Miss Beaux's pupil. Also she studied under William M. Chase. Born in Baltimore, she won the first prize in the All Southern Exhibition at Charleston, South Carolina, in 1921, and the next year a prize at Memphis, to be followed in 1923 by the Delgado prize, New Orleans. Twice she was honored by the National Association of Women Painters and Sculptors. Her work may be seen in the Delgado Museum, New Orleans.

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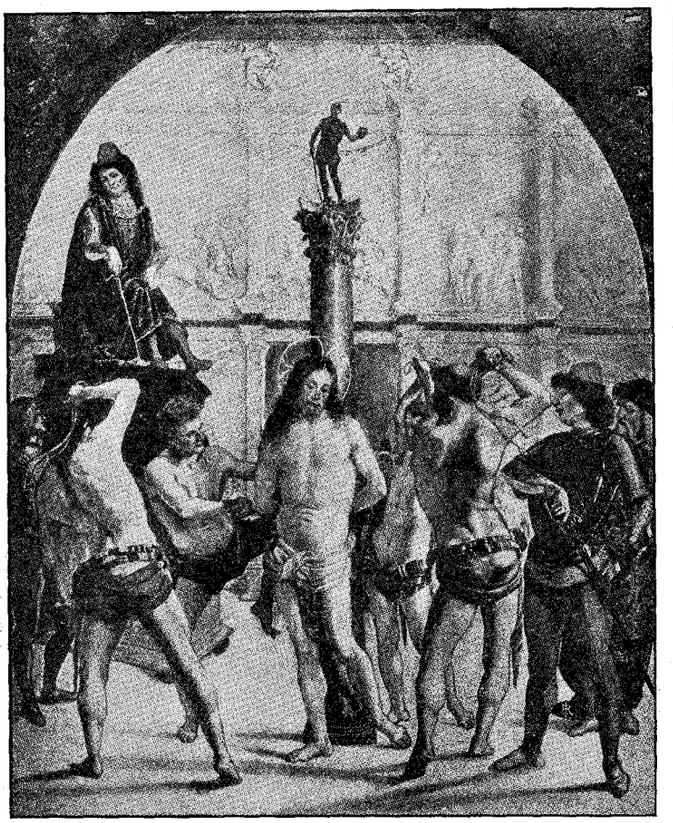
AN ACADEMY FOR ITALY

ITALY makes the great gesture, which our leading article discloses. But it is Italy of the past that is revealed.

The "myriad-minded" Mussolini is at home thinking of the future. Outside of ruling Italy and directing excavations uncovering ancient Rome, he is organizing an Italian Academy on the lines of the Académie Française founded by Richelieu, and the new body receives a salute from Henry Bordeaux, a member of the French Academy, in *L'Européen* (Paris). The parent Academy will celebrate its third centennial in a few years, and it has seen the birth, in imitation of itself, of the Royal Academy of Madrid founded in 1713, the Academy of Stockholm, created by King Gustave III, after his sojourn in Paris, and now the Italian Academy. Membership in such bodies is not without its eccentricities, and the Italian is no exception, as Mr. Bordeaux shows in the course of his article:



"THE SCOURGING OF CHRIST"

One of the great masterpieces of the Brera Gallery, Milan, sent to London. Painted by Luca Signorelli (C. 1441-1523).

"As a matter of fact, this is not the first Italian academy. At the close of the sixteenth century, Florence saw the birth of the Academy *della Crusca*, to which we owe the first Italian dictionary. In Savoy, Saint Francis de Sales and the President, Favre, inspired by the small courts of Modena and Ferrara, sought to formulate taste and direct the culture of belles-lettres by instituting, at Annecy, the Florentine Academy. For its emblem, they gave it an orange-tree covered with blossoms and fruit, with the motto: *flores fructusque perennes*—eternal flowers and fruits. Francis de Sales made the opening address, and one may well believe that it was both gracious and courteous. At that time the Academy counted forty members, yet to-day it is impossible to recall any of their names. Must we believe that which Maurice Barrés once said: 'It is easier to be immortal while alive than after death'?

"To-day, the entire Academy is inspired more or less by Richelieu's creation which was completed by the founding of the Institute in 1795. The new Italian Academy will have sixty members divided into four divisions: the moral and historical sciences, the mathematical, physical, and natural sciences, the fine arts and letters. Only half of them have already been designated by the King upon the proposal of the head of the Government. The membership will complete itself in the space of three years, but the choice of this balance must be ratified by the Government. Some of the present members are the historian, Giocchino Volpe; the jurist, Pietro Bonfante; the chemist, Paravano, and, to cite some names that are more popular, the musician, Pietro Mascagni, the celebrated composer of 'Cavalleria Rusticana; his rival, Giordano, the author of numerous operas; Luigi Pirandello, the great dramatic writer; the philosopher, Giuseppe Tucci, who is but thirty-five years old, and who will be the Benjamin of the Academy."

Next come the anomalies:

"There can be no doubt that great names are missing. Gabrielle d' Annunzio, the greatest living writer in Italy, prefers the solitude of Gardone on the shores of Lake Gardo; Giovanni Papini, who wrote 'The Life of Christ,' and the celebrated historian of Rome, Ferrero, are too far distant from Fascist Italy to participate in one of its institutions. But did one not reproach our own Academy with the forgetting of a Balzac or a Flaubert?

"Public opinion rejoices in seeing each of the academicians endowed with a pension of thirty thousand lire and arrayed in a costume like that of an ambassador. But it has not shown as much interest in the considerable amount of work which the new Academy is to perform: the preparing of a magnificent edition of the Greek and Roman classics which the State will publish, and the editing of a great international review dealing with the sciences, arts and letters, and which is destined to show the entire world the creative genius of Italy.

"I recall my visit to Mussolini some two years ago, when he told me that he had acquired for twelve millions, the Farnese Palace, which is one of the most beautiful in Rome, and that it was to house the new Italian Academy.

"The Farnese Palace, built for the Sienese banker, Augustino Chigi (he was the banker to Leo X), has witnessed many sumptuous feasts. Chigi used only dishes of gold or massive silver. One evening at the close of a banquet given in honor of the Pope, he gave orders that all of the dishes be thrown into the Tiber so that no one might again use them after his Holiness. But he had taken the precaution to let down nets into the river so that the dishes could be drawn out after the grand gesture had been made.

"There are many bonds between Italian literature and our own, and we earnestly hope that our Academy and its young rival will bring about an active intellectual exchange which will draw closer the peoples of a same civilization and prepare the way for peaceful ententes."

THE NEWEST FILM GADGET—The "talkie" seemed at first to defeat the movie's chief advantage over the stage play, which was its freedom from the limitations of time and space. The Manchester *Guardian*, however, is heartened by news from Hollywood:

"All the world is the camera's scenery, and the camera, waiting for the right moment and the best 'shot,' can be a monument of patience. The introduction of talking films drove the producer back into the studio, so far as the dialog was concerned. He could portray stout Cortez silent upon his peak, but if he wished to record the opinions of Cortez on the undesirability of stoutness in mountaineers or on the climate of Darien, he had to take that pioneer back to the studio and place him on a bogus pinnacle among the recording apparatus. Now, it is reported from Hollywood that the difficulty which seriously hampered the production of talking films has been overcome by the invention of a button microphone which is connected by wireless with the sound-recording implements. It sounds a trifle vague. But it seems that the Cortez problem can be solved on the mountain being brought sufficiently near to Mohammed, if Cortez carries one of the new gadgets in his buttonhole and declaims into it."

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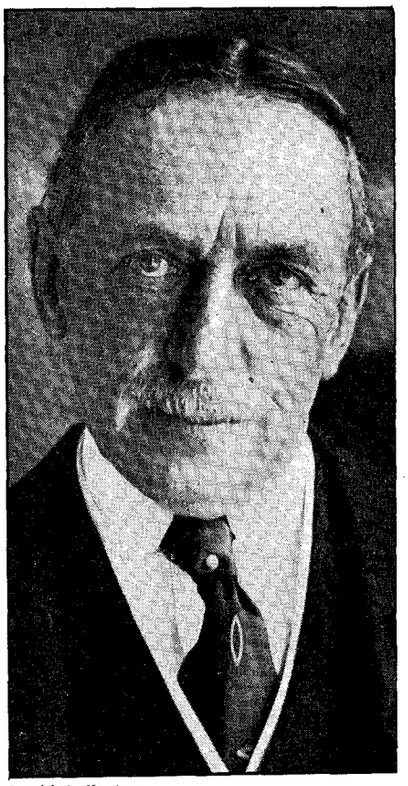
RELIGION-AND-SOCIAL-SERVICE

KNOCKING THE APE OFF OUR FAMILY TREE

THE APE IS AT LAST VINDICATED by science. He is not responsible for man's monkey-shines, war and Dayton trials included.

But the belief of Dr. Henry Fairfield Osborn that man did not pass through a stage of tree-life, but emerged on the high plateaus of Central Asia, a free-running, bipedal being, notes the Columbus *Ohio State Journal*, "leaves little for the Fundamentalists to cheer about, for the theory of evolution is left standing unscathed, and perhaps even strengthened." "The difference between what is generally called the Darwinian theory of evolution and the hypothesis advanced by Dr. Osborn," observes the Detroit *Free Press*, "seems to be a difference of detail rather than a clash over a fundamental. Whether man and the anthropoid apes diverged from a common ancestor 1,000,000 or 10,000,000 years ago, and whether that ancestor was itself apelike, or something quite different, are questions of great interest; but nevertheless they are, relatively, points of secondary importance."



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HE DISAGREES WITH DARWIN

Dr. Henry Fairfield Osborn, who holds that man does not trace his ancestry through the ape, but separated from an original stock in a remote geological period, and emerged as a "dawn-man" in the central plateaus of Asia.

However, Dr. Osborn's address as retiring president of the American Association for the Advancement of Science, delivered at the recent annual meeting of the Association, in Des Moines, stirs up a lot of interest outside his own learned circle. In that address he takes us back into the long ago and shows us a man with a brain cavity as big as our own, an artistic man, a clever hunter, a man potentially as capable and quick-witted as his descendants. How and from what he evolved, Dr. Osborn does not hazard in this paper. "Both with Lamarck and Darwin the 'ape-man' descent," notes Dr. Osborn, "was never more than a working hypothesis based upon the closer approach of the anthropoid apes to man than that observed in any other group, for want of any positive data." This theory was supported by Sir Arthur Keith, president, in an address before the British Association in 1927, in which he gave man an antiquity of about 1,000,000 years. But Dr. Osborn asserts that his own studies, based upon those of others, indicate that man appeared upon the earth with the creation of the first great plateaus in Central Asia, perhaps 1,250,000,000 years ago, when the human stock separated from other animal stocks. Recent discoveries, he notes, show that certain races of fossil man of the last 1,250,000 years had a brain cube equal to or greater than that of modern man, and the conclusion is inevitable, he says, that "the main cubic evolution of the human brain took place during antecedent Tertiary time, and not, as we formerly thought, during the Quaternary Age of Man, or Glacial period." Other evidence is the fact, now established, says Dr. Osborn, that even in the Upper Pliocene Age man was an extremely adept flint-worker, with deft hands and fingers guided by an imaginative and intelligent forebrain, and that he was already a nomad, and needed long and agile lower limbs as his only means of distant transportation. This, declares Dr. Osborn, forces us "to reconsider Darwin's concept of the primitive ape-man as inhabiting a 'warm, forest-clad land.'" Research shows that the foot and hand never passed through the ape stage. "While the newest analysis of the embryonic hind limbs may leave us in doubt as to a possible case of reversed evolution from the Miocene ape leg to the human stage, the human hand and the human brain, especially in the light of *Eoanthropus* discoveries, seem to dissipate some of the doubts raised by the feet and strengthen the new 'dawn-man' hypothesis of a very remote separation of our running and tool-making ancestors of the plateaus and savannas from the same great stock (Anthropoidea) which independently gave rise to the tree-loving anthropoids of the tropics." But, says Dr. Osborn:

"No one should misunderstand the 'dawn-man' hypothesis I have been advocating in a series of papers and addresses since April 7, 1927. I am not ignoring the strong evidence of an Eocene arboreal stage in our ancestry; I am not ignoring the overwhelming evidence of a remote community origin between man and the anthropoid apes; I am combating the special feature of the Lamarck-Darwin hypothesis that man ever passed into highly specialized arboreal adaptations attained by the Miocene apes; finally, I am inclined to separate the human stock at a geologically earlier pre-Miocene period of anthropoid evolution. In the geological remoteness of this momentous separation of the 'dawn-man' stock we are aided by a mass of collateral evidence utterly unknown in the time of Darwin."

Thousands of observations among primates, horses, titanotheres, and elephants, says Dr. Osborn, "prove that parallel anatomical and psychical progress is traceable to germinal community of origin. The psychic resemblances of the apes to man are partly parallelisms, partly common inheritance (Yerkes)." Finally, perhaps from glandular impulses, the history of evolution proves that independent of selection, of environment, of habit, certain groups "exhibit rapid or accelerated physical and mental adaptation, while others are held back. The creative brain, the tool-making hand, the fleet hind limb of man apparently combine in accelerated adaptation, while forest-loving primates advance much more slowly." Then, asks Dr. Osborn,

"Does not this unbiased survey of recent discoveries in archeology, human and comparative anatomy, compel us to reconsider the classic Darwin-Lamarck hypothesis and to substitute a new hypothesis? The new hypothesis carries us into a geologic antiquity hitherto undreamt of. Anthropology is forced to share with chemistry and physics entirely new notions of space and time. To my mind, the human brain is the most marvelous

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and mysterious object in the whole universe, and no geologic period seems too long to allow for its natural evolution."

Now, notes the New York *Herald Tribune*, "nothing in Dr. Osborn's statements implies that he has abandoned the idea of evolution or of the evolution of man." In fact—

"All that is at dispute is the precise spot, in time and in differentiation, at which the split occurred between other forms of animal life and the particular branch which was to lead to man. Prevalent zoological theory has considered that split as comparatively recent. Professor Osborn's newer view-point makes it more remote. The point is of importance to theoretical zoology, but not especially so to philosophy. Neither is it new, for both variants of opinion, the recent and remote, have been held since pre-Darwinian times.

"It is possible to distinguish three theories of human origin. One imagines that man originated substantially in his present form; this being the opinion of thoroughgoing Fundamentalists. The second holds man to be a part of other animal creation, differentiated by an evolution partly represented by the surviving great apes. This is now the prevailing opinion among zoologists. The third theory accepts evolution and man's animal origin, but denies any close relationship to the ape. The great philosophic gap, it is evident, is between the first theory of man's origin and the two others. These last diverge over a detail."

Much of the emotional objection to the theory of evolution, observes the Memphis *Commercial Appeal*, is the result of the identification of the theory with monkeys, "notwithstanding the fact that Darwin never in all his life, by thought, word, or deed, suggested that man was descended from a monkey. The most he ever said was that perhaps the progenitors of man and the progenitors of some of the anthropoid apes shared a common ancestry." *The Commercial Appeal* does not think that Dr. Osborn's paper is epochal, since "all he has done is to charge against one of the fortresses of superstition built up around the theory of evolution." Nor does the Memphis paper think this theory "will allay very soon the misgivings felt by most religious minds toward any theory of man's origin upsetting the deep conviction that man was created in the image of God." The whole discussion is as far from the first chapter of Genesis as one pole is from the other, remarks the Albany *Knickerbocker Press*, which goes on:

"We may weep at the tomb of Adam with Mark Twain's 'Innocents' if we like. Not even Darwin ever asked us to grow sentimental about our cousin chimpanzees. But the predicament of the Fundamentalist colleges grows graver and graver. To them the first chapter of Genesis is sacrosanct, and Archbishop Ussher is the High Priest of Chronology. They openly flout Darwin. They are logically compelled to flout Dr. Osborn and Dr. Keith. Conventionalized atrophy in the teaching of zoology, of anthropology, and of geology is the only alternative to total abandonment of such studies. And conventionalized atrophy in scientific instruction is about as fatal to habits of intellectual honesty as anything that can be imagined."

But tho it acknowledges that the ancestry of the horse and other facts of animal origin have been learned, the St. Louis *Star* says that the scientists "have shifted their position too often for cautious persons to accept this new doctrine as final. Human remains thus far found are too few to prove any process extending over a period of 50,000,000 years or more. Not until a fairly complete record is available with regard to humans can any scientist say, with assurance that deserves belief, that the problem of man's origin is solved." As the Hartford *Courant* sees it:

"The point that should be made in connection with Dr. Osborn's address is that even presentations which have appeared as settled as the Darwinian theory are subject to revision by science as our knowledge grows, hence the futility of bitterness now over ideas which a generation hence may have no more every-day importance than the medieval controversy concerning the number of angels who could stand on the head of a pin."

EDITORS AND THE BIBLE

QUOTING THE BIBLE IN A NEWSPAPER is like breaking a hornets' nest: a hundred critics will pounce on you.

So replies a newspaper editor in answering a questionnaire sent out by the Bible Guild of New York. He doesn't mind quoting the Bible, but he does not want the critics buzzing about his ears. The questionnaire, sent to fifty-six prominent papers, asked only two questions: "Do you think there is a prejudice against quoting the Bible or using its phraseology in editorial writing? If there is, do you believe (as the New York *Evening Post* says) that 'it would benefit the English of most of our writers to restore the Bible to its old place of familiar journalistic use'?" The editors of fifty-six papers replied, and to the first question, the Boston *Post* informs us, the great majority say no, there is no prejudice against such quotation and reference—"and why should there be? The question seems a little bit forced." Thirteen declare that if there is a decline in quoting the Bible, it is because writers are not familiar with the Bible. Three editors go further and say that it is because their readers do not know about it, which seems to *The Post* "to be assuming a good deal of knowledge about their readers."

To the second question, *The Post* goes on, the writers answered yes. "Some were a trifle qualified, but the majority were enthusiastically affirmative." Only three were in the negative, and those three, we are told, seem to refer to the use of quotations rather than to a study of Biblical style. Of the forty-four, fifteen amplify their replies to include all writers, and some of them specify young reporters as being particularly in need of studying such a model of English. "That the sonorous and splendid English of the King James or the Douai translations of the Bible have made their impress upon literature of all sorts can not be doubted," comments *The Post*. "And that the craft of newspaper writers can be and are benefited in their style by familiarity with it, seems to be a truism. They may not all bear witness to its influence; but those who have been trained under it can not fail to show it."

One reason for quoting the Bible less often than formerly, notes the Miami *Herald*, is that it very frequently leads to religious controversy, "something that intelligent editors of this day avoid, if possible." And we read:

"One editor, explaining why he has abandoned the making of quotations from the Bible said: 'Complete freedom of religious belief is an American ideal that newspapers may well respect, particularly if they deplore the introduction of religious differences into political or public affairs.' Another declared: 'There is no surer way of bringing down a hornets' nest than to make a Bible reference in a newspaper. There are a hundred critics of various sects lying in wait for the unlucky editor. I think it is not the fault of editorial writers that the Bible is not put into print oftener. They simply have learned, from bitter experience, that the way of peace is otherwise.'

"Almost every editor questioned reported that the Bible was regarded in his office as a most valuable reference book, and that it is used very frequently. In the *Herald* office the Bible, next perhaps to the dictionary, is the most-called-for book by all, from editorial writers to members of the reportorial staff."

Two reasons for not quoting the Bible in editorial composition are given by the Hartford *Times:*

"One is that editorial writers, altho most of them have the Book of Books at their sanctum elbows, are as a rule compelled to consult the concordance in order to get fresh in mind the passages they wish to use; and rather than take this trouble they resort to the substance rather than the letter. The other reason is that to the average newspaper reader Biblical allusions have too much strangeness. When Potiphar's wife is mentioned, the reader does not confuse her with Lot's wife, but as for identifying the lady without asking a neighbor or looking it up, he is 'sunk.' There is at present a lamentable popular ignorance of the Bible. If there was a comparable ignorance with respect to the multiplication table and decimal fractions, the world would be in bad

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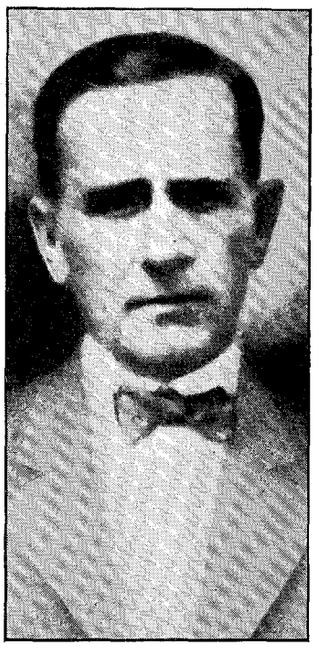
plight. The situation clamors for reform, since not for one day or for one century but forever there should be delight in the 'law of the Lord,' and meditation in it 'day and night.' The merely literary aspect of the matter is subordinate."

AKIBA AND HIS FLASH-LIGHT

AKIBA HOROWITZ RUBBED A FLASH-LIGHT many years ago, and to-day its generous glow is reflected in thirty-four institutions as they share $6,000,000. Former President Coolidge, former Governor Al Smith of New York, and Julius Rosenwald, present philanthropist, have allotted it to them under the Russian-Jewish immigrant's will.

Thus Akiba Horowitz, who changed his name to Conrad Hubert when he put on the toga of American citizenship, pays back his debt to the country which offered him opportunity, and renders an accounting of his stewardship to God. There is no advertising in it for him now, the Buffalo *Courier* reminds us. "But how pleased he would be to know what is to become of his money," it says, "and how blest the world is in having harbored such a broad-spirited man! When he approached the shores of this country in 1882, he viewed it as a land of opportunity; but it was his growing spiritual vision that, through the years, came to visualize its greatest opportunity—the opportunity for doing good."



Acme Newspicture

A GENEROUS ALADDIN

A rare photograph of Conrad Hubert, the immigrant who made a fortune from the flash-light and left millions to philanthropies of all creeds. The photograph was taken when Mr. Hubert was in his prime.

Under the terms of his will, drawn up in December, 1927, two months before his death at seventy-three, in Cannes, France, Mr. Hubert directed his executors, C. Bertram Plante, attorney and personal friend, and the Bankers' Trust Company of New York, to appoint three prominent men to divide three-quarters of his fortune of $8,000,000 among benevolences of their own choosing. The executors went to the topmost rungs of fame for a Protestant, a Roman Catholic, and a Jew. Since last July—and Mr. Rosenwald delayed his marriage until the task should have been done—this commission have considered more than 500 institutions, we read, and at last agreed upon thirty-four to share the bequest, tho without disparagement to any of the others. According to their announcement, quoted in the press, they decided that gifts should be limited to those organizations which had matured plans involving capital expenditures, and to those which benefited the most people.

The distribution makes it obligatory upon the beneficiaries to raise an additional $9,000,000, the committee feeling that, by making partial donations and indorsing the objects deemed most worthy, the raising of additional amounts would be made easier. "They spent months in surveying the whole field that invited benefactions," notes the New York *Herald Tribune*. "In selecting thirty-four institutions and activities for assistance they covered the widest range of philanthropy—educational, medical, social, religious, white, Negro, Jewish, Catholic, Protestant, undenominational—giving effect to the manifestly all-embracing intention of the Hubert will." In noting the obligation imposed upon the beneficiaries, the Albany *Evening News* says "it would seem that there is an underlying principle here, typically American, typically constructive, and typically energizing. The great institution is not to sit back complacently to receive the largess of great givers. It is to progress, aided half of the way toward doubling of the talents awarded by the masters."

Interest turns naturally upon the man who waited till death before giving his name to fame. Clarence I. Freed tells us in *The American Hebrew* (New York) that Conrad Hubert was born in Minsk, Russia, of Jewish parents. After attending a Hebrew school until the confirmation age of thirteen, he decided to shift for himself and went to Germany, where, as his family had been in the distillery business, he entered into the liquor industry. Six years later he returned to Russia and became a partner of his father. Success came to him, but Czaristic persecution soon began to hamper him, and he decided to try his fortune in the New World. He was past thirty-five when he came to the United States with but a small amount of money gained from liquidating his business in Russia. Here he engaged in various modest enterprises.

The turning-point in his career came when he bought the invention of the flash-light, patented it, and began its extensive manufacture. The business grew until he succeeded in organizing it under the name of the Eveready Battery Company, of which he became president. About twelve years ago the business was sold to the National Carbon Company of Cleveland, Ohio. Subsequently he acquired the majority of the stock of the Yale (now Bond) Electric Corporation. He engaged in many other business enterprises, and was a member of the Chambers of Commerce of New York and Brooklyn. "What interests the public at large," comments Mr. Freed, "is that this immigrant Russian Jew, unheralded and unknown, has bequeathed approximately $6,000,000 to educational, charitable, and religious institutions—thereby erecting for himself a living monument destined to endure. The last gesture of Conrad Hubert is the one by which he will be remembered." "That he should have become a rich American and the founder of one of the most notable public benefactions of his day and generation fulfils all the requirements of a thrilling and inspiring tale," says the Providence *Journal*. "From his industry and initiative blessings in incalculable measure will flow into the lives of countless human beings yet unborn."

A NEW HIGH IN PHILANTHROPY—Gifts to philanthropy in the United States during 1929 reached the tremendous total of $2,450,720,000, or an increase of $120,120,000 over 1928, the previous highest year, according to the John Price Jones Corporation of New York.

The significance of these "magnanimous gifts in money," says the Charlotte *Observer*, "is that the bulk went 'to religious purposes, with the second largest distribution to education,'" and we read:

"The exact division was on this scale: Religion, $996,300,000; education, $467,500,000; gifts for personal charity, $279,760,000; organized charitable relief, $278,710,000; health, $221,510,000; foreign relief, $132,000,000; the fine arts, $40,000,000; play and recreation, $20,900,000; miscellaneous reform organizations, $14,040,000.

"Two of the significant gifts to philanthropy during 1929 were Senator James Couzens's trust fund of $10,000,000 to promote the health and welfare of children, and the Maurice and Laura Falk $10,000,000 foundation for educational, religious, charitable, and philanthropic purposes.

"These gifts indicate a tendency to provide for the welfare of the present generation, rather than for making provision for perpetuity."

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NO FINER personal transportation is available in the world than the Packard Eight De Luxe with individual, custom-built body. Those to whom wealth permits and custom decrees the proper motor vehicle for each occasion have accepted the luxury and beauty of the Packard De Luxe Town Car as unexcelled.

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In brilliance of performance Packard De Luxe Town Cars are as outstanding as in their ultra-distinguished appearance. Swift and sure in city traffic, powerful and fleet on the open road, they do their part to enhance a reputation already supreme.

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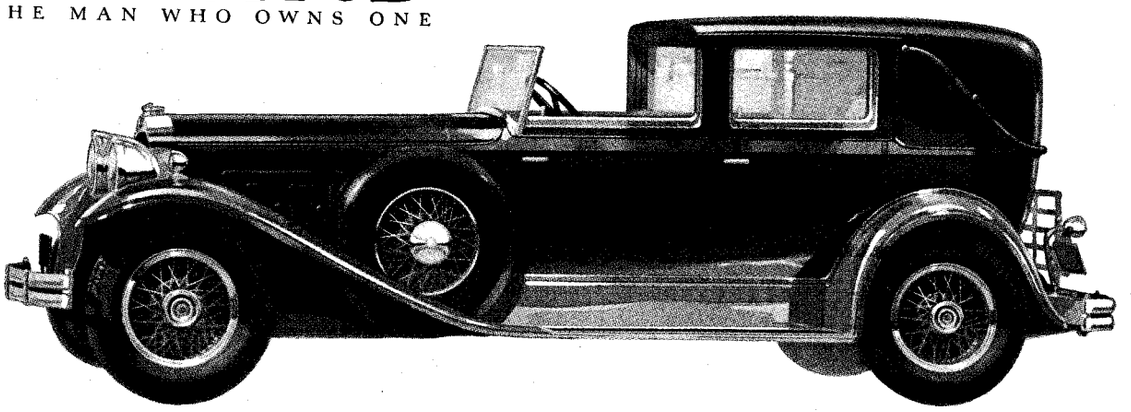
ASK THE MAN WHO OWNS ONE



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LA SALLE

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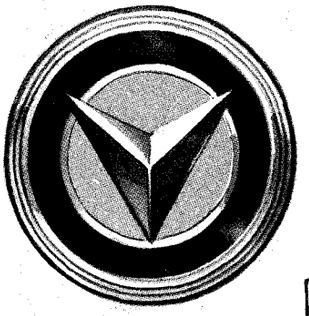
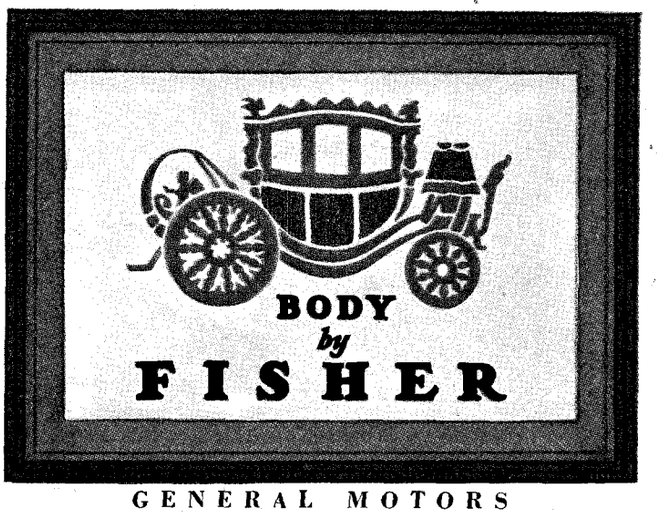


VIKING



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For General Motors cars, Fisher manufactures more than 75 different and distinct body types. In upholstering these body types, Fisher uses the highest grade of broadcloth, Bedford cord, mohair, plush and leather for upholstery materials, and finishes these bodies in an extremely wide variety of colors. These varied colors and materials, multiplied by their many combinations, result in literally thousands of individualized selections—truly a car for every purse and purpose.

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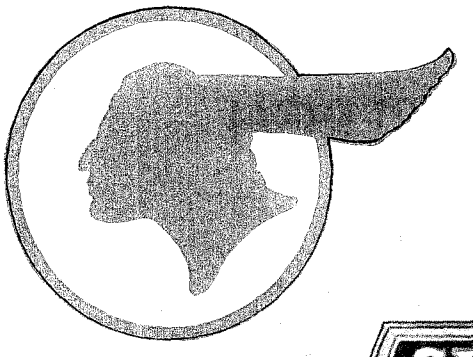
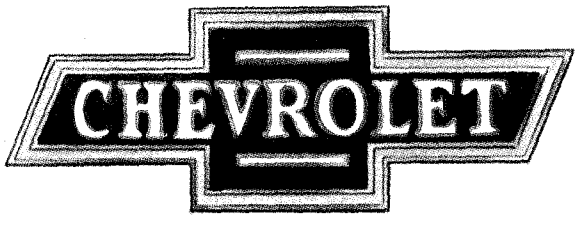
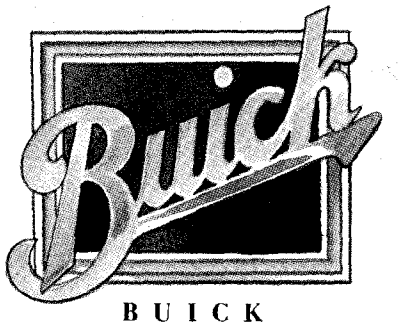


PONTIAC

OAKLAND



CHEVROLET



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How is it possible for Fisher Body to provide values so much greater? Three fundamental and all-important factors enable Fisher to build far better quality and far greater value.

The first factor is the enormous resources of Fisher. **Owning its own lumber, fittings, hardware and glass manufactories—among the largest of their kind in the world—Fisher closely controls every manufacturing step, from raw materials to finished product.**

The second factor is Fisher's permanence of market, **that market consisting of General Motors cars and *only* those cars. Fisher, therefore, is able to set its manufacturing program well in advance. It has no fear that the expensive machinery busy this year will be idle next year. Fisher's costs are thus held to a minimum. Fisher is able to save importantly, also, in transportation expense, because its plants are units of the great factories of its customers.**

The third factor is Fisher Body's unequalled production. **Fisher Body builds more closed bodies than any other body manufacturer, thus realizing economies possible only to such production.**

Let these facts help and guide you when you select a motor car.

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A LOCKHEED FOR COLONEL LINDBERGH

Last summer Colonel Lindbergh laid before Lockheed engineers specifications for the type of airplane which would meet his ideas and requirements. It should incorporate the latest development in aircraft engineering and design. It should be powered with a proven type of engine and, therefore, obtain efficiency through aerodynamic design rather than through additional power. It should have a maximum top speed, together with a large carrying capacity, and a landing speed which would permit the use of undeveloped airports far from organized airways.

Colonel Lindbergh recommended a low-winged monoplane with two open cockpits — and the Wasp-powered Sirius is Lockheed's answer.

According to the agreement between Colonel Lindbergh and the Lockheed Corporation, the plane was not to be paid for until its performance was satisfactory. In California last month Colonel Lindbergh took delivery of the first Lockheed Sirius and expressed his approval of the design. As a result of the performance tests of Colonel Lindbergh's plane, the Sirius has been made a standard model in the famous Lockheed line.

DETROIT AIRCRAFT
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SCIENCE · AND · INVENTION

THE ALLURING DREAM OF ABOLISHING GRAVITY

WHY BOTHER WITH ELEVATORS, airplanes, or even wings, if a man can simply give himself a shove from the ground with his foot and float lightly up to the top floor of the highest sky-scraper, or beyond, baggage in hand, as high in the sky as he cares to go?

Only gravity holds us down to earth, and inventors follow dreamers and fiction-writers in assuming that gravity can be lessened or abolished. Gravity is that mysterious force to which weight—our own and that of bodies around us—is due, according to the physicists. Inventions to make us "weightless" and able to fly away toward Mars, or just to glide pleasantly into an office window sixty stories up, with or without baggage, would make many fantastic dreams come true.

"Is it any wonder that inventors and discoverers have long sought to realize the dream of freedom from gravity?" we are asked in *Science Wonder Stories* (New York):

"Indeed, such attempts have often been made. They consisted mostly of trying to discover a substance which allows the radiations of gravity to pass through it. Just as glass allows the light-rays to pass through, and thereby retains no light-energy, a substance of the mysterious kind sought is supposed to become weightless itself by allowing the gravitational rays to pass through it. Other inventors imagine a solution of the problem in a different manner and, in fact, there is no limit to inventive genius and imagination.

"From time to time the newspapers inform us that such and such an inventor has succeeded, at least partially, in solving the problem. Usually, it is an American professor to whom rumor (or falsehood) attributes this startling discovery. Repeatedly news came out of a Japanese physicist who was supposed to have succeeded. And, a few years ago, this novel discovery was reported to have been made by a learned Negro."

"WHY BOTHER WITH ELEVATORS?"

"If a man can simply give himself a shove from the ground with his foot and float lightly up to the top floor of the highest sky-scraper, baggage in hand?"

Dr. Th. Wolff, of Berlin, is the writer who reviews experiments and theories in this field, reminding us that in Jules Verne's "Earth to the Moon," gravity did temporarily disappear when the projectile reached the halfway point. He is not the only writer of fiction who has played with the idea. To the question title of this article, "Can Man Free Himself from Gravity?" Dr. Wolff's answer is a decided negative, for which we may be decidedly thankful, for the weight of things around us helps far more than it hinders. Yet he points out that—

"Serious scientists have concerned themselves, at least casually, with the discovery of freedom from gravity. The philosopher and physicist Lasswitz (often called the 'German Jules Verne') discust the problem in one of his many scientific stories.

"Of late, also, an American physicist, Charles Brush by name, was reported to have succeeded in finding substances which, even if not free from gravity, can still effect a reduction of its force. The materials of Professor Brush's experiments—said to be silicates of a composition thus far known only to the discoverer—were reported to have shown in falling a lessening of the acceleration of gravity to the extent of sixty centimeters a second. If true, this would be a fine achievement.

"According to science all these ideas are to be relegated to the realm of dreams. The weight of bodies near the earth is conditioned by the attraction of the earth. An exception would be in contradiction to all our observation of nature. If there were deviations from the general law, these would certainly have appeared before now in various ways, and it would not need the discovery of mysterious substances to bring them to our knowledge."

Of course, gravity diminishes as we leave the earth, and at a sufficient distance from it and from all other attracting bodies, such as the moon and the other planets, the body would actually become weightless. But, the query is:

"How are we to attain to such heights? This question is the vital point in the attempts of many inventors—who think they can solve the problems of spatial travel by means of the 'rocket ship.' At present the solution of this problem is being presented by words and pictures. Models are being constructed. Not long ago an inventor stated that with his 'space ship' he could leave the sphere of the earth's gravity and reach Mars within forty hours.

"But the bothersome gravity of our earth rules a heavy line through these calculations. How far we can actually raise ourselves above the earth with any kind of motorized machine is essentially a question of the fuel with which such a ship must be propelled. The extreme limit with fuels at present available is about four hundred kilometers [250 miles] above the surface of the earth; and at this height anybody is still fully subject to the attraction of the earth.

"Therefore, this way also leads us to no solution of the problem of escaping gravity. We are very much afraid, despite all efforts of inventors and all the rumors, groundless or well vouched for, regarding such inventions, that freedom from gravity, with all its heavenly benefits, is and will remain a dream; now and for an immeasurably long time."

Dr. Wolff's discussion is followed by some interesting comments by American scientists. Professor Goddard, of Clark

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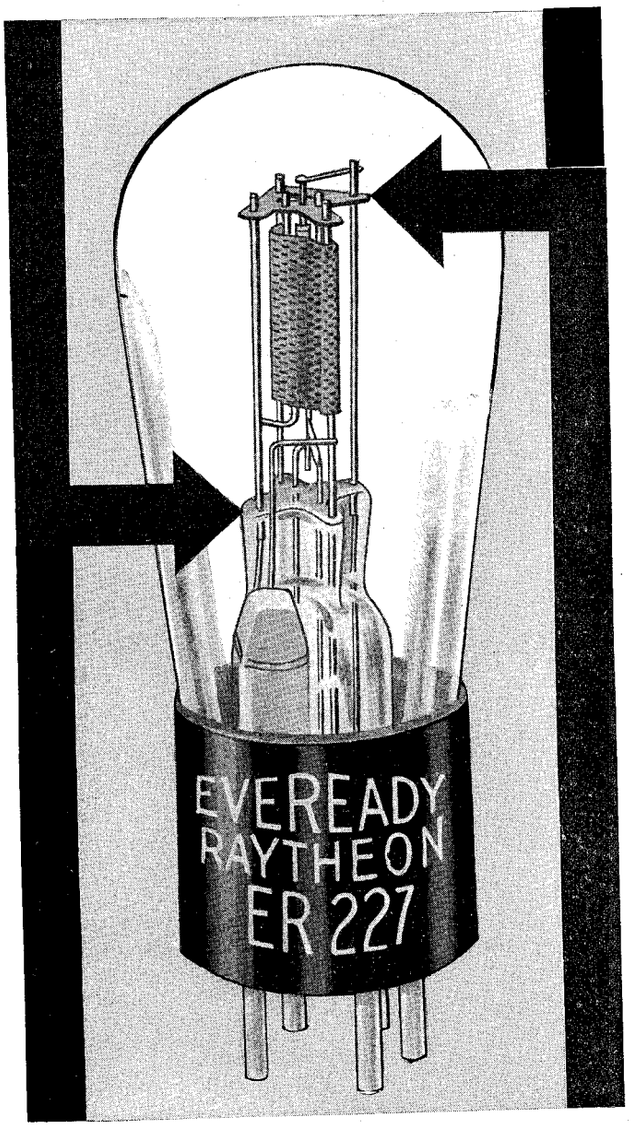
FOR "Peak Performance"



4-PILLAR TUBES

Showing the exclusive, patented Eveready Raytheon 4-Pillar construction, *with its solid, four-cornered glass stem, its four rigid pillars, and anchorage to a stiff mica plate at the top.*

Exclusive, patented, 4-Pillar construction, cross-anchored top and bottom, prevents tube distortion—eliminates tube noises

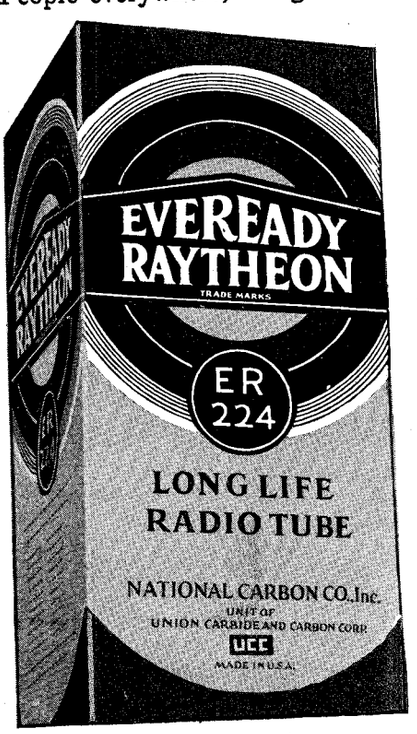
PUT *new* Eveready Raytheon Tubes in each socket of your receiver and you will attain the ultimate in reception.

Right now, reception conditions are best. You can get more solid pleasure from your radio set now than ever. Don't handicap your receiver with old tubes that have served their time.

With Eveready Raytheons in your set, you can *hear* the difference, and you can actually *see* the reason for it. Look at the diagram on this page. Notice the solid, four-cornered glass stem inside the tube at the bottom. See the four rigid pillars supporting the elements hard and fast. Notice how they anchor the elements at each side as well as at the ends. This 4-*Pillar construction* makes Eveready Raytheons stronger—immune to the hazards of shipment and handling that endanger the performance of ordinary tubes.

Stronger construction means sweeter reception

People everywhere, using new Eveready Raytheons in their present receivers, report increased distance, more power, better tone and quicker action. The extreme accuracy with which these tubes are made assures you of superb performance. We believe no other tubes are so strongly built to safeguard the precision of



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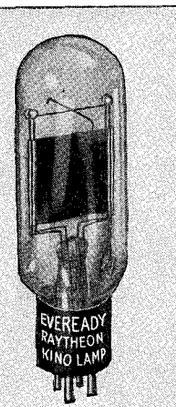
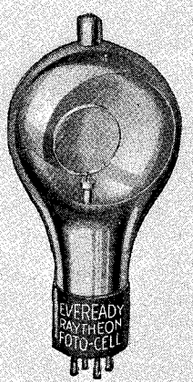
from your radio set « « «

NEW EVEREADY RAYTHEON 4-PILLAR TUBES





ADVANCING IN NEW FIELDS

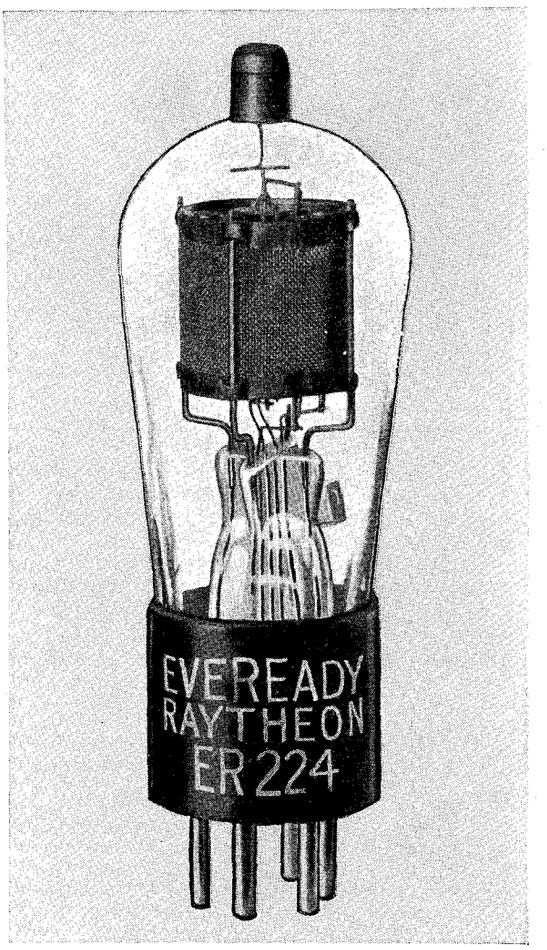
Above are Eveready Raytheon Tubes for television transmission and reception.

their elements, for the Eveready Raytheon 4-*Pillar construction* is exclusive and patented.

Make this a rule: Keep your receiver always at its best by installing a complete set of new Eveready Raytheons at regular intervals.

Eveready Raytheons come in all types, to fit the sockets in every standard receiver

Your dealer has new Eveready Raytheons for both A. C. and battery-operated receivers. Ask him, today, to install new Eveready Raytheons in your radio set. Put your set through its paces, and look for a vast improvement on every count. A new Eveready Raytheon B-H Tube in your "B" eliminator will likely put new life in your set.



4-PILLAR SCREEN GRID

Eveready Raytheon Screen Grid Tube, ER 224. *The weight of the four large elements in this type of tube makes the exclusive Eveready Raytheon* 4-Pillar construction *vitally important.*

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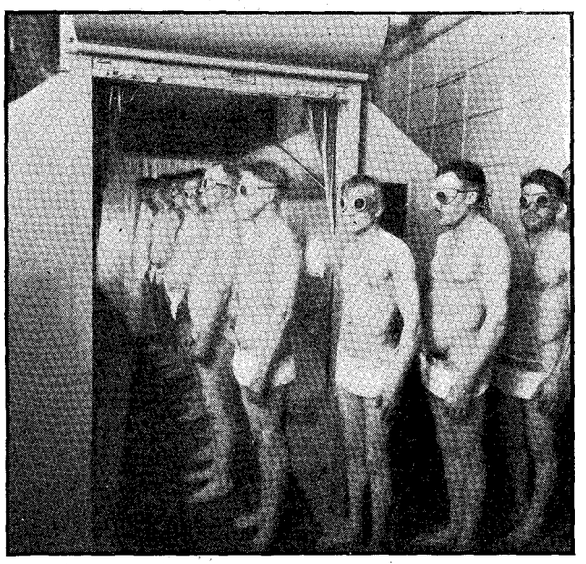
University, who is one of the most noted of the "space-rocket" experimenters, takes exception to the writer's statement of a 250-mile limit for rockets. By using his "multiple-rocket" system, he asserts, the only limit is that which depends on the number of rockets used. Prof. S. G. Barbon of the University of Pennsylvania remarks that with no gravity to hold us down, most of us would fly off into space, because of the earth's spin. Also, as the physiological processes of our bodies are adjusted to gravity, its sudden abolition would doubtless kill us all. Dr. Clyde Fisher of the American Museum of Natural History declares that Dr. Wolff's supposed man who floats up to a sky-scraper window would not stop there, but go straight on up. Dr. James B. Shaw brings Einstein into the discussion. He writes, somewhat more hopefully than the others:

"Many silly statements have been made about his theory,



MINERS IN LINE FOR THEIR SUNSHINE RATION

as, for instance, that he has proved there is no gravity. What he really said amounted to the assertion that the paths of radiation rays are not Euclidean straight lines, but are curved; the bends coming in where 'matter' is present. Gravitation is the bend. When we learn how to straighten these curves, we will have learned how to control gravity. Since matter is merely a form of energy, the problem is to find a form of energy which will produce the opposite curvative. There is no present development in modern physics which says this is impossible."

"DON'TS," TO KEEP YOU WELL—Several "don'ts," promulgated by the Indiana Board of Health, are quoted with approval by Dr. W. A. Evans in his "How to Keep Well" column in the Chicago *Tribune*. He adds a number of his own, and the list then runs as follows:

"1. Don't flirt with death by running your automobile engine in a closed garage. Carbon-monoxid gas has been aptly called 'the invisible death.'

"2. Don't skin or dress wild rabbits without wearing rubber gloves. Rabbits may have tularemia, and you may become infected with the disease.

"3. Don't be afraid to eat rabbit meat that has been thoroughly cooked, because thorough cooking destroys the infection.

"4. Don't forget there are several sources of carbon-monoxid poisoning, such as leaks in gas-mains and from stoves.

"5. Don't think a gas leakage that is all right when the windows are open is safe when they are closed.

"6. Don't drink raw milk lest you contract undulant fever, tuberculosis, or some other disease.

"7. Don't eat raw meat, including raw fish, lest you contract trichinosis or some form of tapeworm.

"8. Don't be afraid of properly heated milk or properly cooked meat.

"9. Don't forget that the winter is the sickly season.

"10. Don't use common drinking-cups and towels in the winter months.

"11. Don't swap breath with strangers.

"12. Don't expose yourself to people who have colds, coughs, or sore throats.

"13. Don't sit near a person who coughs, sneezes, or blows his nose.

"14. Don't stay in a hall or room if the occupants are coughing.

"15. Don't fail to exercise out-of-doors in cold weather.

"16. Don't fail to get out into the winter sunshine whenever there is any available.

"17. Don't neglect a common cold, since pneumonia or sinus trouble may result.

"18. Don't call typhoid fever winter cholera or intestinal flu."

SUBSTITUTE-SUNSHINE FOR MINERS

WORKERS IN THE DARK are now being given artificial sunshine.

Routine exposure of this kind has been practised in athletic clubs, but this is probably the first instance of its provision by a corporation for mine-workers and their families. It is reported by Stanley A. Easton, of Kellogg, Idaho, in an article contributed to *Mining and Metallurgy* (New York). At first the treatment was only for the sick:

"Seven years ago there was installed in the hospital of the Bunker Hill & Sullivan Mining Company at Kellogg, Idaho, an ultra-violet-ray quartz lamp, found everywhere in the offices of physicians and among usual hospital equipment. The use was confined largely to treatment of pathological cases, still treatment of undernourished children, run-down anemic people, both men and women, and, as a general tonic, was part of the routine hospital procedure. At the latitude of the Cœur d'Alene district, and especially because of the position of the towns in deep canyons, with much overcast and cloudy weather, sunshine is not plentiful at any time of the year; for many of the winter months there is scarcely any. Underground workers, particularly during the winter, have little sunshine; it is not unusual to have none at all for weeks at a time.

"Treatment by the ultra-violet-ray lamp in the hospital has resulted in many extraordinary benefits, but the use of the lamp is expensive and limited."

Then the doctors strongly recommended the increased use of the ultra-violet lamp for its curative powers and tonic effects, urging that it be made accessible to all employees, and we read on:

"Real interest was also displayed by employees with the possibility of securing ultra-violet-ray treatment for themselves and families under better conditions than it was possible to have by the limited use of the lamp at the hospital. This resulted in the installation of the so-called sun-room or automatic solarium as an adjunct to the mine change-house. An annex was built with dressing-rooms for women, children, and men from other departments, and the outfit put into use on September 5, 1929. The installation consists of a narrow moving platform, passing through a cabinet equipped with six ultra-violet-ray lamps. After taking their shower, and before dressing, the men step on the moving platform and ride through the cabinet. One minute is required and three treatments per week are recommended; the outfit can readily treat four hundred individuals per hour.

"Use of the so-called sun-room is wholly voluntary. The number of people applying for treatment is growing, and with winter weather will probably increase even more rapidly. At the present time over two hundred men per day are treated, and between fifty and sixty women and children. It is too early to describe individual cases where real benefits have been secured, but because of the experience with the small quartz lamp at the hospital during the last seven years there can be no doubt as to the excellent results which can be confidently expected. It is predicted and believed that with the general use of the apparatus lost time, because of colds and other respiratory ailments, will be reduced at least one-half."

The regulations and suggestions which are issued to employees and the public are reproduced below to indicate how these treatments are handled:

"The ultra-violet-ray or artificial sunshine treatments provided by this installation are primarily to supply the deficiency of natural sunshine which is seasonal at this latitude, and which can not be regularly experienced by underground and other

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An Entirely New Type . . . . .

HUDSON'S Great 8

Selling in HUDSON'S Well-Known Price Range

FEATURES

- Great power in proportion to weight.
- Low set motor—straight line drive.
- Low center of gravity.
- Low roof line—Greater head room.
- Wide seats. Ample leg room.
- Ten body types on two chassis lengths.
- Modernistic body lines and detail inside and out.
- Four 2-way shock absorbers.
- Engine starter on dash.
- Electrolock—electric gauge for fuel and oil.
- Radiator shutters.
- Tires carried on side in fender wells.
- Tire lock. Luggage carrier.
- Rich upholstery—harmonious hardware and fittings.
- Your own choice of many colors.

Hudson's Great Eight is a new type—rich in discovery for all who ride. Nothing so dramatic could be said for its advantages as that all Hudson's past achievements are set aside to produce it.

Great Power in relation to weight—Faster Getaway—Smoother Performance—Increased Ranges of Flexibility—Greater Economy.

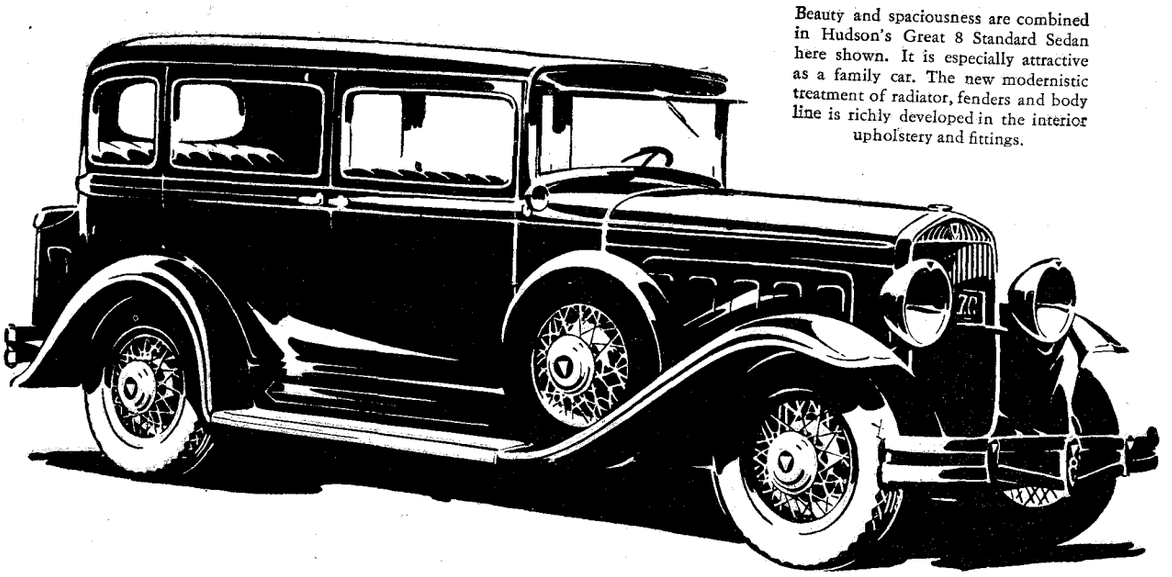
All are results of this new type design. It banishes useless weight. It gives power a chance to be effective.

The outstanding characteristic is a new, distinctive delivery of power. Not a series of rapid mechanical thrusts. Instead you will feel a smooth, vibrationless pull as though magnetically drawn.

Hudson's Great Eight is even more economical in operation. So brilliant are its advancements that many authoritative opinions say it must affect all motor design. Certain it is that no car in our history has given such supreme proofs of wanted qualities.

Its mechanical compactness permits fullest scope to the designer's art in bodies that are spacious and liveable, yet marked by distinguished grace and beauty.

We assure you it will surpass any expectation you hold for an Eight in its price class.



Beauty and spaciousness are combined in Hudson's Great 8 Standard Sedan here shown. It is especially attractive as a family car. The new modernistic treatment of radiator, fenders and body line is richly developed in the interior upholstery and fittings.

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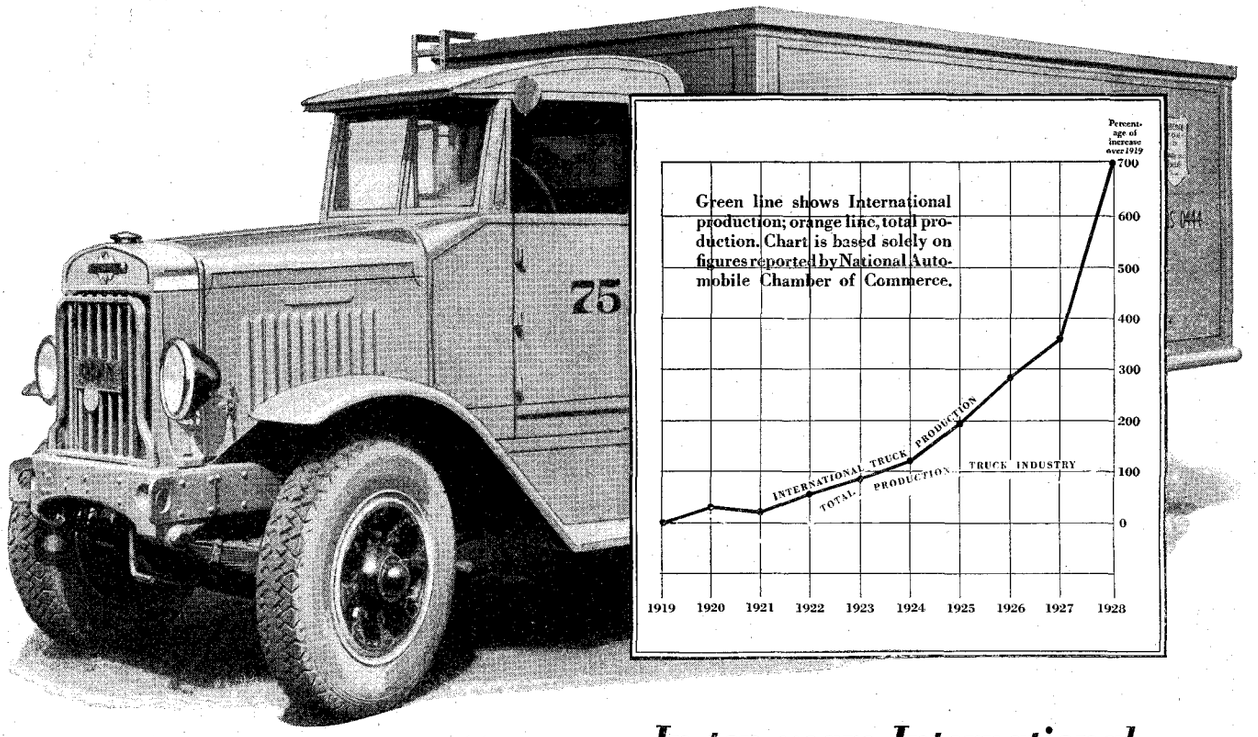
Fast-Growing Popularity



In ten years International Truck production has increased Seven-Fold, while the total truck production of the industry has only doubled.

Starting in 1919, with a 15-year record of successful truck manufacture, and a production already well up with the leaders, International Truck production has grown seven times as fast as the total output of the industry.

The steadily rising popularity of Internationals can be seen in every form of trucking from New York to Hollywood and on every kind of highway from the pavements of Pensacola to the back-country trails of British Columbia.

Owners of International Trucks representing every type of business, large and small, are firmly convinced that Internationals deliver the very utmost in hauling satisfaction.

This comparison, indicating the growing preference for Internationals, is offered in no vainglorious spirit but simply as a matter of public record.

Please remember, too, that back of International Trucks stands more than a quarter of a century of automotive achievement and 99 years of experience in general engineering and manufacture.

May we add that what Internationals have been doing for others year after year they may rightfully be expected to do for you.

There is an International Truck to meet your particular requirements. We suggest that you ask the nearest International Branch or dealer to show it to you. There is no obligation.

International Trucks include the ¾-ton Special Delivery; the 1-ton Six-Speed Special; Speed Trucks, 1¼, 1½, and 2-ton; and Heavy-Duty Trucks to 5-ton. Company-owned branches at 176 points and dealers everywhere have the line on their display floors for convenient inspection. Catalogs on request.

INTERNATIONAL HARVESTER COMPANY
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INTERNATIONAL TRUCKS

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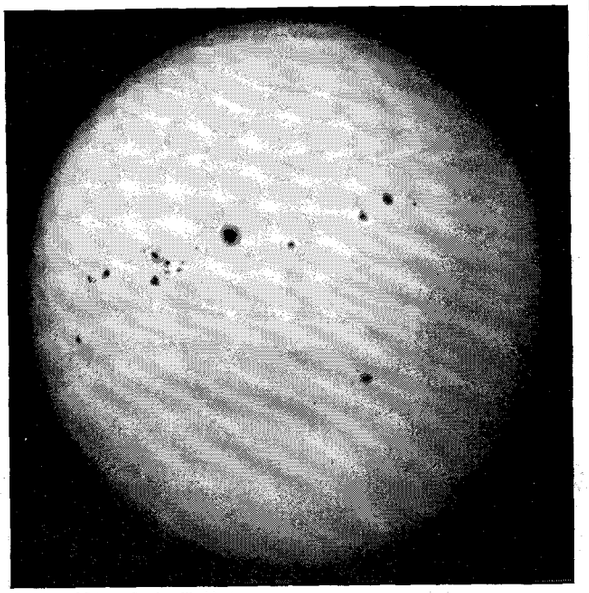
workers in the local industries because of climatic and winter conditions.

"Wide experience extending over many years indicates the beneficial results of such treatments, not only to the general health, but even in pathological cases; still the treatments can not take the place of proper medical or surgical attention. The treatments are primarily a constitutional tonic to fortify the system against infection and disease. In order to secure the best results they must be taken with regularity. At the outset exposure to the ultra-violet rays should be taken frequently for periods of short duration. A treatment every other day, of one-minute duration, should suffice for men and women patients, and forty-five seconds for children.

"The cooperation of employees and others who avail themselves of the treatments provided by the solarium is asked in order that all may receive proper and sufficient attention. At no time must individuals enter the solarium or attempt to use it without the authorized attendant being present. This rule will be strictly enforced. Individuals presenting themselves for treatment must do so at the time assigned them, and at no other."

There is no charge to employees; others pay fifty cents per treatment.



Courtesy of Science Service, Washington

WHERE WE NEVER WOULD BE MISSED

Several worlds like ours could disappear in these sun-spots without any particular notice.

GOOD RADIO RECEPTION COMING

DISTANT RADIO-BROADCASTING STATIONS have failed to come in as well in the last two or three years as they did in the early days of radio in 1923 and 1924, despite the more powerful stations nowadays.

Activity of the sun, as shown by large numbers of sun-spots, was to blame, but better days are coming.

With a decline in the number of sun-spots in the next few years, we may look forward to a good reception of distant stations, according to Dr. Harlan T. Stetson, director of the Perkins Observatory at Ohio Wesleyan University. We read in Science Service's *Daily Science News Bulletin* (Washington):

"Speaking before astronomers at the meeting of the American Association for the Advancement of Science at Des Moines, he told of his latest researches on the relation of sun-spots to radio, which he began at Harvard University in collaboration with Dr. G. W. Pickard, a Massachusetts radio engineer.

"A year ago, at the Association's meeting in New York, Dr. Stetson predicted that the autumn of 1929 would see a marked increase in the number of sun-spots, associated with poor radio reception on the broadcast bands. This was made on the basis of a regular increase in the spots, and decrease in radio intensity that came every fifteen months.

"'The radio reception registered in 1929 has tended to follow the same fifteen-month cycle observed in the sun-spot numbers, with a marked depreciation during the recent fall maximum, when under normal conditions, radio reception should have been improving with the decreasing hours of sunshine,' he declared. Dr. Stetson made the following prediction for the future:

"'Forecasting on the basis of the fifteen-month cycle, the year 1930 should show a general decrease in sun-spot numbers as the year waxes, with a corresponding increase in radio-signal strength in the broadcast zone. By the very end of 1930 and the beginning of 1931, the general rise of a secondary sun-spot maximum should be evident. By 1931, however, it is believed that we shall be so far from the maximum of the eleven-year period that the secondary maximum will have no effect upon radio reception and allied electromagnetic phenomena as have the sun-spot maxima of 1928-29. The general lifting of the ionization level in the earth's atmosphere should continue, with the fluctuation noted, through the next six years, but in 1934 solar activity should be as quiescent as at the last minimum of 1923.'

"Dr. Stetson believes that these radio changes are produced by variations in the height of this ionized layer of the atmosphere, known as the Kennelly-Heaviside layer. Long waves of eighteen kilocycles show an opposite effect. Their reception is best when sun-spots are most numerous."

The spots, we are told in the *Science News Letter*, a Science Service publication (Washington), extend 700,000 miles across the face of the sun, and are in several groups, three of which could recently be seen with the unaided eye when properly protected with smoked glass or exposed photographic film. This paper goes on:

"The largest single spot was 40,000 miles in diameter, with an 'umbra,' the dark inner portion, about 20,000 miles across. Several spheres the size of the earth, 8,000 miles in diameter, could be dropt into this spot. This large spot was on the sun's center line, as seen from the earth, Saturday, November 30.

"The number of spots on the sun varies over a period of approximately eleven years. In the spring and summer of 1923 they were at a minimum. Then the numbers increased until a maximum was attained in July, 1928. Since then they have decreased in numbers, and many astronomers thought that they were definitely on the downward trend.

"Last December, at the meeting of the American Astronomical Society in New York, Dr. Harlan T. Stetson, director of the Perkins Observatory at Ohio Wesleyan University, predicted still greater numbers this fall. He and Dr. Greenleaf W. Pickard, a radio engineer, have been studying the relation between sun-spots and radio. Their work showed that there was a secondary cycle of about 15 months in which the spots varied. In January, 1926, there were many spots. Then they decreased, but by April, 1927, were still more numerous. They declined once more, but in July, 1928, there were even more.

"'The quiescent period in the early part of 1929, followed by the extraordinarily great rise in solar activity this fall, has more than confirmed the late 1929 maximum I predicted,' Dr. Stetson told Science Service. 'It now seems likely that this may prove the real maximum of the present sun-spot cycle period. Measures of radio reception during the past few weeks bear out the correlation studies of Dr. Pickard and myself recently recorded.

"'The year 1930 should see a general decrease in solar activity. This will favor the return of radio reception to normal conditions.'

"Sun-spots occur in the surface of the sun—the layer that astronomers call the photosphere. A mass of hot gases shoots up from the interior of the sun to the surface, rapidly revolving like a bullet in a rifle barrel. As they get to the surface, a whirlpool of gases results, the pressure is reduced and they are rapidly cooled. This sudden cooling causes a reduction in brilliance, and so the spots appear dark against the more brilliant solar background. They shoot out streams of tiny electrical particles, or electrons, which may reach the earth when the spot is on the right side of the sun. These electrons, acting in conjunction with the magnetic field of the earth itself, produce such effects as the northern lights, and the magnetic storms that may tie up telegraphic communication."

SKY-SCRAPERS ON LEAD MATTRESSES—We ordinarily think of sky-scrapers as built of steel and concrete, and not many people realize that occasionally considerable quantities of lead are used in their construction, says *The Scientific American* (New York). It goes on to say:

"Lead 'mattresses' are used to act as shock absorbers between the foundations and the steel framework of sky-scrapers. In one building in New York about fifty-five tons of lead appears to have been used for this purpose."

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MOTORING · AND · AVIATION

NEW ARABIAN NIGHTS AT THE AUTOMOBILE SHOW

A SUPER-PULLMAN "LAND YACHT" on rubber tires! A long, low, rakish sixteen-cylinder devourer of distance! These are among the motoring novelties of 1930. Otherwise, cars—cars—cars! And more cars! And then some! Cars of every hue, for every, or nearly every, purse, with every accessory. Cars for every purpose, from the snooty, aristocratic limousine with its luxurious upholstery to a motor caravan calculated to make "even the grimmest toiler in the vineyard throw his business to the wind, haul out the fishing tackle and the iodin bottle, and head South." At the Automobile Show in New York, continues Samuel Spewack in the New York *Telegram*, "those sportsmen who love to ride to the baying of the horns" received a "liberal art education."

HE'S GOTTA NEW SWEETIE NOW!
—Thiele in the New York *Telegram*.

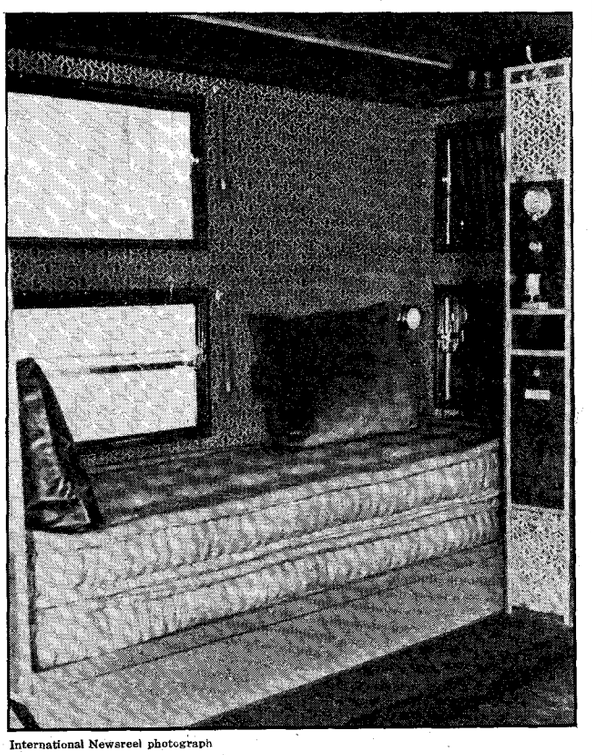
Thousands of people—prosaic citizens who are chiefly interested in garage bills, those lucky ones who don't have to worry about garage bills, sportsmen, ladies who are romantic about automobiles, regardless of whether their husbands or fathers inquire first about price or horse-power—crowded Grand Central Palace, where the show was held. They engaged, says Mr. Spewack, in "esthetic research in hub-caps fashioned after the stone sculpture of Babylonia; head-lamps modeled after ancient pottery and worthy of any tea shop, and straight-line bodies lifted right out of the modernistic cult." Since automobiles are no mere prosaic machine, says Mr. Spewack further, "but the very essence of glamour and romance to the inhabitants of the land, the creators of the show provided a setting fit for us esthetes. The first floor, cardinal red. The second, golden brown. The third—guess again—mignonette, and the fourth tropical blue."

This is the time of year America goes automobile conscious with a bang. While the National Automobile Show, the "Big Top" of motordom, plays to enormous gates in New York first, and then in Chicago, the rest of this broad land breaks out in a regular rash of automobile shows, big and little, in communities ranging from cities of a million or two to the tiniest towns and perkiest villages. Thus every red-blooded hombre and his family in America will have a chance to see, to marvel, to consult check-books and to buy, or just have the fun of wishing they could buy, as the case may be.

The New York show was "really a wow," in the graphic phrase of a New York *Sun* writer. Taking up some of the features, one by one, this reporter describes first the caravan already mentioned:

> The new land yacht is, of course, the most intriguing thing for people who have a yen for the great open spaces, but don't like the messiness of camping. Moreover, it folds up, so that en route in the daytime it's no wider than the automobile which pulls it along as a trailer. This sounds rather queer, but it's really very ingenious. Even when it is folded it's much larger than a Pullman drawing-room, with a comfortable divan and plenty of windows. When you set up camp for the night you merely pull out the other side—not too big a job for two women or one man, says the salesman. And presto! you have room not only for yourself and your husband, but several children or some friends. There are three to five berths, depending on what size you get, for the price range is from $875 to $1,500. There's a stove, an ice-box, and forty-five different drawers for your clothes, provisions, and kitchen utensils. The more swanky are beautifully finished in blue velours and look ever so luxurious. Really, for a honeymoon—

But the land yacht isn't the only exciting thing in the show. There is a new roadster, not previously on the market, with the new front-wheel drive, and so low hung that there are no running-boards. It has a rumble, of course, and its lines are very long, "dynamic," the salesman says, and the whole effect is more like a wild animal with ears laid back than ever.



International Newsreel photograph

HOW'S THIS FOR AN UP-TO-DATE COVERED WAGON?
Among its conveniences are a stove, an ice-box, forty-five drawers, and enough sleeping-berths for a small family.

All in all, this year's cars are a great improvement over anything previously shown when it comes to line, color, and the right proportions. Fortunately, the fussy details noted on so many of the custom-built cars in the salon are conspicuous by their absence. Even the lamps are simpler than ever, in the

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Does Your City Buy Enough Health?

Does your city pay enough to get a competent man to accept the vitally important post of full-time Health Officer? Is your Health Department on duty all day and every day? Can you protect your own health and that of your family in a city which buys only part-time health-protection for its citizens?

HEALTH records show that cities which have able Health Departments and able Health Officers, and that counties with adequate health units, have lowered their death-rates and saved millions of dollars in reducing costs attendant upon unnecessary illness.

Does your own city employ the available scientific methods of preventing the spread of communicable diseases?

Does it inspect and protect milk, regulate health conditions in schools and factories? Does it support health centers which demonstrate educational measures for disease prevention and personal hygiene?

If you live in a city which does not have the full benefit of all modern precautions, you can do a great service by finding out all that should be done and bringing such influence to bear as is necessary to make health conditions in your city what they ought to be.

Your Board of Health and your Health Commissioner may need additional ordinances and appropriations in order to expand their work. Remember—they cannot work without tools! Back them up.

A digest of an Annual Report of the Board of Health in a city of 31,000 inhabitants which has an enviable health record will be sent to you without charge. With the report also will be sent a complete set of the Health Ordinances which should be in force in every properly governed city. Address Booklet Dept. 230-L.

METROPOLITAN LIFE INSURANCE COMPANY

FREDERICK H. ECKER, PRESIDENT — ONE MADISON AVE., NEW YORK, N. Y.

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YOU LEFT HANDED BUYERS OF IPANA

•

Men are creatures of habit, and the habits often are their wives'.

To make a strong story short, women buy about 84% of all the tooth paste there is! They control the dental destinies of more than half the males.

Quite right, too. But if you're not getting Ipana, show these few simple statements to your wife!

1 **Ipana does more than clean the teeth. It tones and stimulates the gums.**

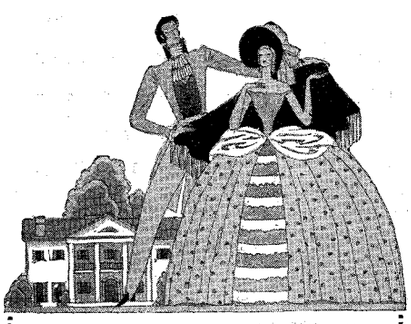
2 **If your tooth brush ever "shows pink," massage and Ipana will remedy the condition, for Ipana contains ziratol, a hemostatic and antiseptic used by dentists in treating gum disorders.**

3 **Ipana has a splendid taste. It gives an instant and lasting feeling of cleanliness.**

•

Ipana's double protection is common sense. Modern in conception, scientific in formula, its success in the past few years is a tribute to its good effects.

Give this marvelous tooth paste a trial. Hand the coupon below to her who exercises your purchasing proxy.



Madame, my wife . . .

With all respect and devotion may I ask that the next time you exercise your prerogative as the purchasing agent of this household, you include, upon my behalf, a tube of

IPANA TOOTH PASTE

Signed.....

MOTORING AND AVIATION
Continued

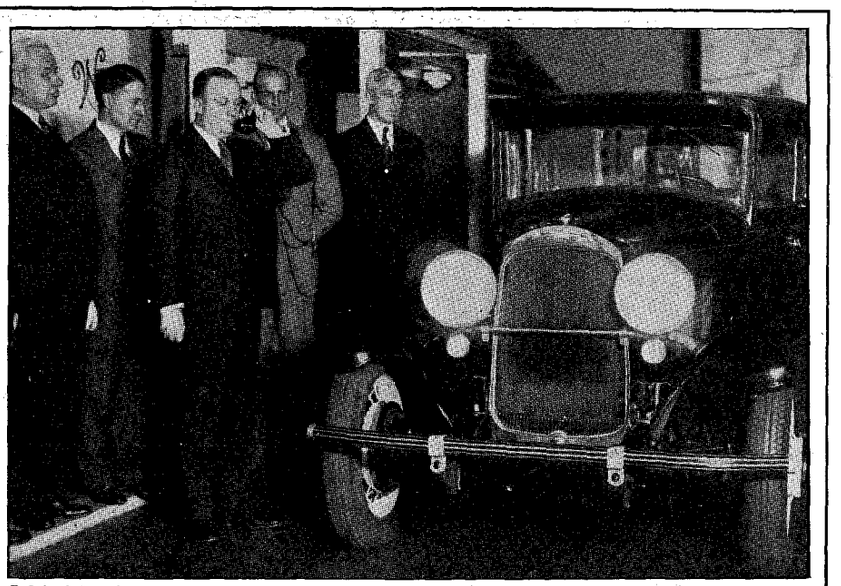
modern manner. They are really, it is said, reproductions of old Greek and Syrian vases and pottery at the Metropolitan Museum. And the use of that lovely silvery blue chromium instead of nickel for radiator shells, lamps, bumpers and so on, is another feature which greatly improves most of this year's cars. Colors too are used more effectively than ever, the usual rule being fewer color contrasts and more harmony. In the roadsters, leathers are used largely for the upholstery, and in the closed cars there are broadcloths and velours, but some of the best effects are obtained from rayons. Some of these, with the appearance of heavy grosgrain ribbon, are very effective indeed.

When it comes to accessories there are a number of fascinating new things this year, continues *The Sun* writer. Among them is a wax for the wind-shield which is guaranteed to prevent steaming, clouding and the beading of rain-drops, so that the wiper can be dispensed with altogether, even should it work in a rain-storm. Reading on:

There's also a new light for emergencies with its own electromagnet, draft deflectors which can be inserted in the doors for folks inclined to head colds and a new electric signaling system whereby by merely pressing a button on the steering wheel the driver flashes "left," "right," and other signals in green and red electric lettering at the back and sides. This seems an excellent idea and might as well be made compulsory. Then there are the usual arrangements to keep rain off the guests in the rumble seat and ever so many other things. And while it can't exactly be called an accessory, it may be well to mention that the new trunks for the rear are painted and curved to match the hood and form an integral part of the whole, giving the car much better lines.

When visitors had finished the New York Auto Show proper they were able to step into an elevator, go to a higher floor in the same building and witness the feats of a contrivance which can operate a car by talking to it over a telephone. *The Sun* describes this, too:

This sounds uncanny at first, but it actually happens, the principle being, of course, the transmission of light vibrations. The human voice merely furnishes the "impulse" which turns on the light, and this, in turn, flashes on the light-sensitive cell or "electric eye" at the back of the car, causes it to move forward or back, or stop. The same effect can be obtained with an ordinary flash-light, turned on and off to furnish the requisite number of "impulses." Which gives rise to thought that if all cars were compelled by law to carry "electric eyes," Prohibition officers, criminal and traffic police could have a grand time. The device also is used to open your garage door without stepping outside of the car, merely by flashing a light on its "electric eye." It may be used for any number of other things, it was explained, and already is being used in the Holland Tunnel to count automatically the number of cars which pass through.



P. & A. photograph

IT'S MASTER'S VOICE: A CAR THAT COMES WHEN YOU CALL IT

"This sounds uncanny at first, but it actually happens, the principle being the transmission of light vibrations. The human voice merely furnishes the 'impulse'." This was an unofficial side-show.

It has been many years, says H. A. Tarantous of the Society of Automotive Engineers, in a special article in the New York *Times*, "since the industry has seen such great development. In almost every unit of the car, and in almost every make, some changes have been made." *The World*, too, recalls to us other changes in motordom. At first the manufacturers' idea was a car for every family. Then the two-car family became a goal, with hints of the three-car family to come. And now, in *The World*, one enthusiastic manufacturer reveals another aim: a car for every member of the family, which surely will be good news for dad. But returning to Mr. Tarantous's analysis, we read:

This is the first year in at least five

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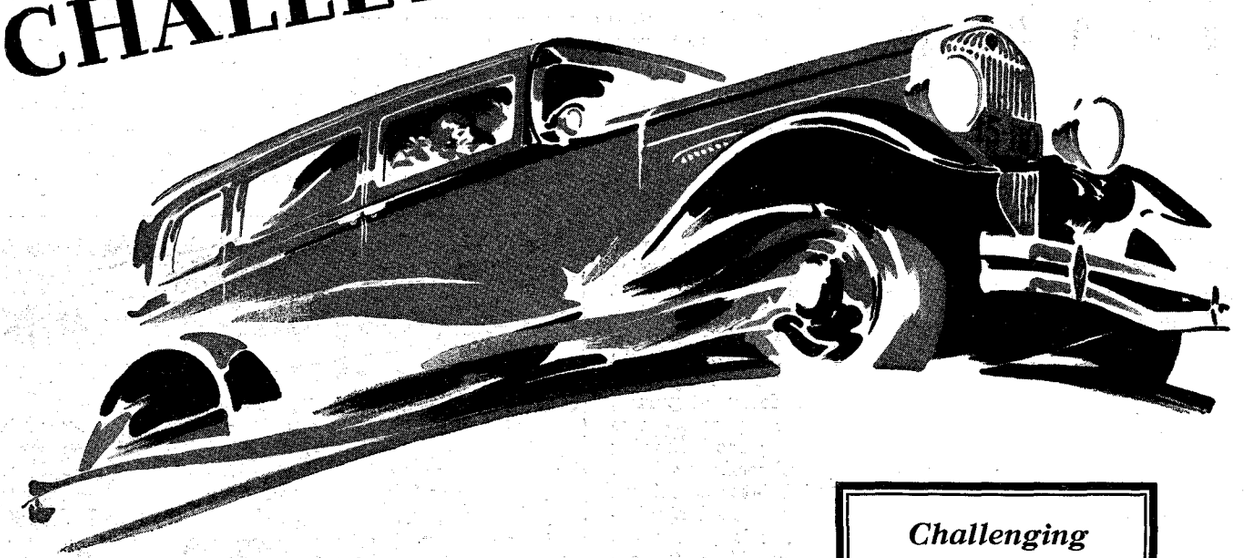
CHALLENGING AGAIN!



The New Essex Challenger comes again with a ringing challenge that cannot be denied. From bumper to tail-light—road to roof—it is completely new and fit to challenge. So advanced, so different that a hundred things must seem unique to you.

Challenging

with a longer, bigger car
with even *faster* speed
with *greater* power . . .
with *quicker* get-away
with an entirely new car
—new throughout in
good looks—in real value
in reliability and in price.

By all odds the most beautiful creation of Essex history. Fenders, lamps, mouldings and body lines are blended in the unity of brilliant modernistic design. Inside hardware, instrument board, door handles, dome light, etc., express the same artistic feeling.

Bodies are lower, longer—yet there is more head room and road clearance. Seats are wider—deeply upholstered. Plenty of leg room. Three won't crowd the rear seat. It has more power, yet at lower motor speed. It does more and does it easier. It obtains even greater economy in fuel, oil and tires.

Come see the New Essex Challenger. It challenges the attention of all as a brilliantly different car. It challenges the smoothness and comfort of any car. And, in value, it challenges all that motordom offers.

8 BODY TYPES, AND AT NO EXTRA COST, A VARIETY OF COLORS TO SUIT YOUR OWN GOOD TASTE

Lowest finance terms available

The NEW ESSEX Challenger

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ARMCO Corrugated PIPE has Come to Town

This 54-inch Armco Corrugated Storm Sewer, installed at Shiloh, Ohio, created space for a modern street by enclosing a parallel stream.

FOR 24 YEARS, Armco Corrugated Pipe has served under the highways of the United States and Canada. It has been tested *under the roads*—in Nature's laboratory—and bears Nature's "OK" to a degree unequaled by any other corrugated metal culvert.

Over 50,000,000 feet of Armco Corrugated Pipe are now used for drainage.

A Proved Type of Storm Sewer

Backed by its years of success under the highways, Armco Corrugated Pipe has come to town as a proved type of storm sewer.

City officials, engineers and contractors are using it for storm sewers, stream enclosures, small bridges, drainage of parks, playgrounds, golf courses, airports, subdivisions, etc.

Armco Corrugated Pipe is easy to handle and install... a time and labor saver... strong, because it is flexible and consequently unbreakable... withstands heaviest traffic... made of pure ingot iron... resists rust... lasts for many years... most economical.

Once laid, it requires no further attention—no digging up of your street to repair it, no clogged drains. From a taxpayer's standpoint these things are important.

How satisfactorily and economically Armco Corrugated Pipe is being used in municipal drainage work is told in the booklet, "Planning Municipal Drainage for Today and Tomorrow." If you are a city official, we have facts on storm sewers of special interest to you. Use the coupon.

ARMCO CULVERT MFRS. ASSN.
Middletown, Ohio

Armco Culvert Mfrs. Assn., Middletown, Ohio
I am interested in your story of Armco Storm Sewers. Send your booklet. No obligation.

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Also send a copy to

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Who is a ☐ City official ☐ Engineer ☐ Contractor

MOTORING AND AVIATION
Continued

that so many completely new vehicles are to be seen; it is the first year in which six-cylinder production tops all others; it is the first year in which more eight-cylinder makes are shown than sixes. This year marks the introduction of the first sixteen-cylinder car to be put in production.

The 1930 cars represent the finest collection of automotive vehicles ever assembled in any show here or abroad, regardless of cost.

Engine speeds have gone up very little. The greatest work in engines seems to have centered around carbureters and intake manifolds, the down-draft system having made a marked gain. Almost as much attention has been given to oiling systems, with many makes showing new forms of pumps, larger pumps, two pumps; one is showing an oil-cooling radiator.

While the plate clutch has universal application, this year there are considerably more makes of cars with smoother operating clutches and clutches that won't transmit so much engine vibration, due to the use of rubber or springs between the clutch hub and plate proper.

Steering is far better, due to the use of anti-friction bearings in the steering post instead of bronze bushings, Mr. Tarantous tells us, continuing his technical discussion:

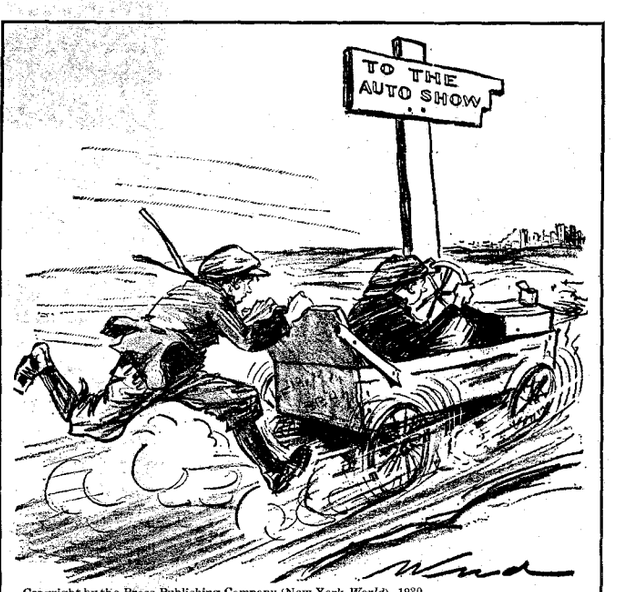
Tramp and shimmy of front wheels, while not entirely licked on all makes of cars, have been reduced in the normal driving speeds of steering, front spring and other changes. Rear axles have been improved and gear reductions changed in many cases owing to the adoption of four-speed transmissions, or a new engine with changed characteristics.

Springs have been lengthened and dozens of makes have changed the spring attachments to the frame, the front mountings being changed to stop wheel shimmy and the rear to correct the noisy shackle problem. There are more cars with wire wheels and more with spring covers as standard.

Brakes are far better whether hydraulic or mechanical. The latter are in use on more makes of cars and in point of production about 70 per cent. use mechanical sets. Cable-operated brakes are in greater number, thanks to cables that won't stretch to any appreciable extent but more particularly to the method of securing the cable to the fittings. Stainless steel has many new applications, and the list of new materials used for gears, valves and other parts would be quite imposing.

Engine speeds are high, as high as I believe they will go. In some cases last year they were too high, so the four-speed transmission helped to lower them for the same car speed. The high-engine speed and high-power output called for many oiling system changes.

In hot weather, when the oil has a tendency to thin down, and in cold weather, when it thickens, the engine must continue to supply all parts with oil. Car speeds of 90 and 100 miles per hour will not be uncommon in 1930. They can be driven that fast, tho I hope they won't. There is still vital need for an oil-heating system or an oil-splashing system that will go to work the moment the engine starts in cold weather so that even the first few minutes of running will supply all parts with oil. The high speeds and high heats under which engine parts now operate demand a copious supply of oil in summer and maintenance of the oil film. Pressure to all parts, larger pumps, cooling of oil—all are helpful.



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GANGWAY!

—Weed in *The Evening World*.

This 1930 Automobile Show, which observers seem to agree, is bigger and better than ever, has naturally started reminiscences of earlier shows. In the New York *Evening World*, Hazen Conklin, automobile editor, compares this year's exhibition with that of 1900, saying:

There were exhibited only thirty-one "horseless carriages" at that 1900 show. Most of them would run some of the time. Some of them would run most of the time. To prove it a track space was left around the arena, and barrels were set up at intervals to demonstrate that the contraptions could be steered. A planked incline was built on the roof to show that hills, if not too steep, could be climbed, and, if memory serves, one or two of the cars managed to make the ascent. The models displayed were an assortment of steam, electricity and gasoline propelled vehicles, the latter of the "one lunger" type, scarcely half, perhaps a third, the bulk of a modern motor-car, yet costing as much or more, and with all the accessories, even to the horn, to be purchased separately.

Skipping a decade we arrive at the show of 1910. That year 181,000 passenger cars were produced, and commercial vehicles had made their appearance, being still more or less of an experiment.

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Teeth lovely to begin with deserve the tenderest care

This thrift dentifrice is thorough yet so gentle in action

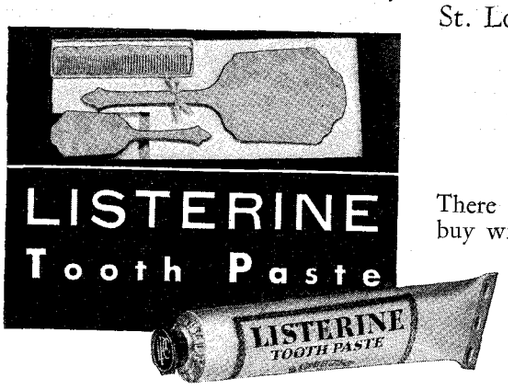
HOW fool-hardy to brush sound, lovely teeth with any but a safe gentle dentifrice which has proved itself in the hands of millions.

Before creating Listerine Tooth Paste we made an exhaustive study of tooth enamel. We examined its structure. We tested its varying degrees of hardness, case after case. We learned that people of today have less sturdy teeth than their ancestors.

Our next duty was to discover cleansing and polishing agents that would be harmless to the precious enamel surface. At length we found and included them in our dentifrice. Thousands have thanked us for them.

For the sake of your teeth, we ask you to use Listerine Tooth Paste. Note how swiftly but how gently it cleans teeth—erasing fermenting food particles, discolorations, and tartar. Note the lovely luster it imparts to the teeth. Observe their soundness year after year under this gentle care.

In all the field of dentifrices there is no purer, more carefully compounded one than this. In every way it is worthy of the Listerine name. That you can obtain it for 25c is due entirely to modern manufacturing methods and mass production. Lambert Pharmacal Company, St. Louis, Mo., U. S. A.



25¢

* * *

It saves you enough to buy a toilet set

There are so many things you can buy with that $3 you save by using Listerine Tooth Paste at 25c instead of dentifrices in the 50c class. A toilet set is merely a suggestion.

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"Please make Father change his smoking tobacco"

MEN go to their graves ignorant of the suffering an over-strong pipe has caused others. But now, we trust, Father will lose no time in discovering Sir Walter Raleigh, whose mild, fragrant blend is as popular with the smoked-at, as it is delightful to the smoker. This blend of choice Burleys has plenty of body and a very special fragrance. Yet it's so mild you can smoke it all day long, with only the sensation of increasing enjoyment.

How to Take Care of Your Pipe

(Hint No. 1) Don't switch tobaccos when you break in a new pipe. Stick to the same brand for 30 or more pipefuls. Mixing tobaccos makes a pipe either strong or flat. Send for our free booklet, "How to Take Care of Your Pipe." Dept. 27, The Brown & Williamson Tobacco Corporation, Louisville, Ky.

B&W PRODUCT

SIR WALTER RALEIGH

Smoking Tobacco

It's *milder*

HOW FOOL-PROOF IS A $100,000 FOOL-PROOF PLANE?

"OLD Man Kinetic Energy can always do damage to a fool."

And so, it would seem from much recent comment, there will never be a fool-proof airplane until it has been made impossible for a fool to take the controls.

Warnings such as this have been issued frequently since the Curtiss Tanager, a biplane with slotted wings and floating ailerons, won the $100,000 prize in the safe-aircraft competition sponsored by the Guggenheim Fund for the Promotion of Aeronautics. And with this event, we read, the fund passes out of existence. At first the Tanager was hailed as fool-proof, but immediately numerous editorials and a Guggenheim Fund official hastened to qualify this adjective with the assurance that the plane is simply the one which has passed with flying colors some of the severest safety tests ever devised. It was Capt. Emory S. Land, Vice-President of the Guggenheim Fund, who introduced Old Man Kinetic Energy as the villain of the aviation drama. Denying the fool-proof appellation, Captain Land said, as quoted in the New York *World*, when he presented the $100,000 check to C. M. Keys of the Curtiss Aeroplane and Motor Company:

Moving masses can not be made fool-proof, but they can be made safe. Old Man Kinetic Energy can always do damage to a fool.

The Fund's idea was to see a plane developed that the lay pilot could fly with satisfaction, security, efficiency, and safety. There is nothing revolutionary about the winner, but there are a number of evolutionary ideas transplanted from the design board to the air in a flying competition in a most efficient manner.

To learn how nearly the Tanager meets these desires of the Fund, we turn to the New York *Herald Tribune*, where we find Francis D. Walton writing:

The Tanager demonstrated that it was able to come to a complete stop within one hundred feet of the spot where it first touches the ground in landing. It showed that it could take off after a run of less than three hundred feet, and then could clear a thirty-five-foot obstruction five hundred feet from the starting point. In normal flight in this plane the pilot can take his hands off the controls and leave them entirely free for five minutes or more, and the plane of itself recovers automatically from sudden air disturbances.

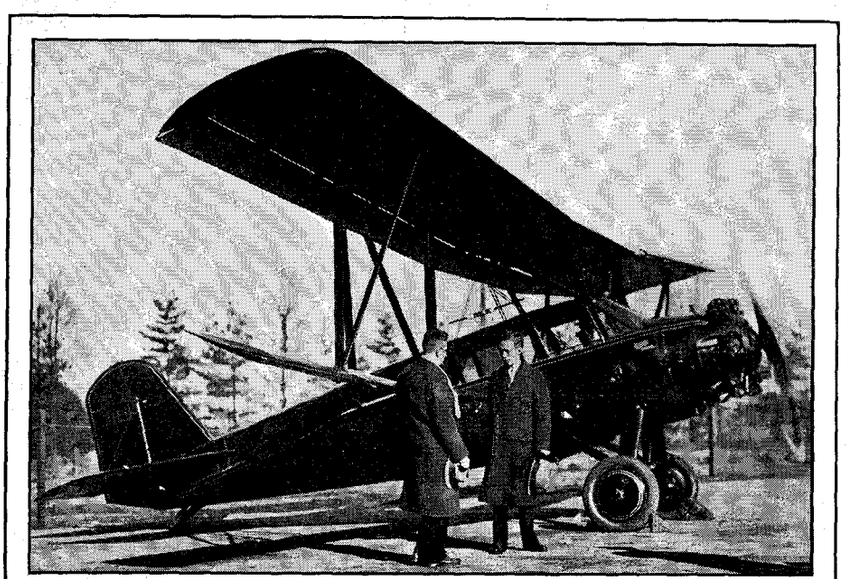
The Tanager also demonstrated that with sudden engine failure on a steep climb no abnormal attitude, such as a stall followed by a nose-dive, will result, and that the craft will descend on a steady, easy glide without intervention by the pilot. The Tanager, the tests also showed, is capable of taking off and landing in an area five hundred feet square.

Perhaps the most phenomenal demonstration which the Tanager is capable of is in gliding with all power shut off. The test which the Tanager met in demonstrating this ability called for a glide of three minutes with power shut off, and at a speed not exceeding thirty-eight miles an hour.

It was in hurdling this final obstacle that the Tanager left behind its only remaining rival in the competition, the British Handley Page entry.

The ultimate value of such performances can not be judged at once. The success of the Tanager must wait upon the future, but it appears certain that the Guggenheim Safety Competition did afford an opportunity for trying many aircraft safety devices which may become standard equipment on the regular production models of to-morrow.

The safety features of the Tanager have received high praise. But at the same time there has been voiced a possibly even greater amount of disappointment over the outcome of the contest. For one thing, there was never any direct competition between the entrants, all but the Tanager having been eliminated before the



P. & A. photograph

"SAFETY FIRST" IS THE MOTTO OF THE TRIM CURTISS TANAGER

The much-discust wing slots are indicated in this view of the prize-winner at rest.

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Pittaluga

. . . physician to the aristocracy of Spain

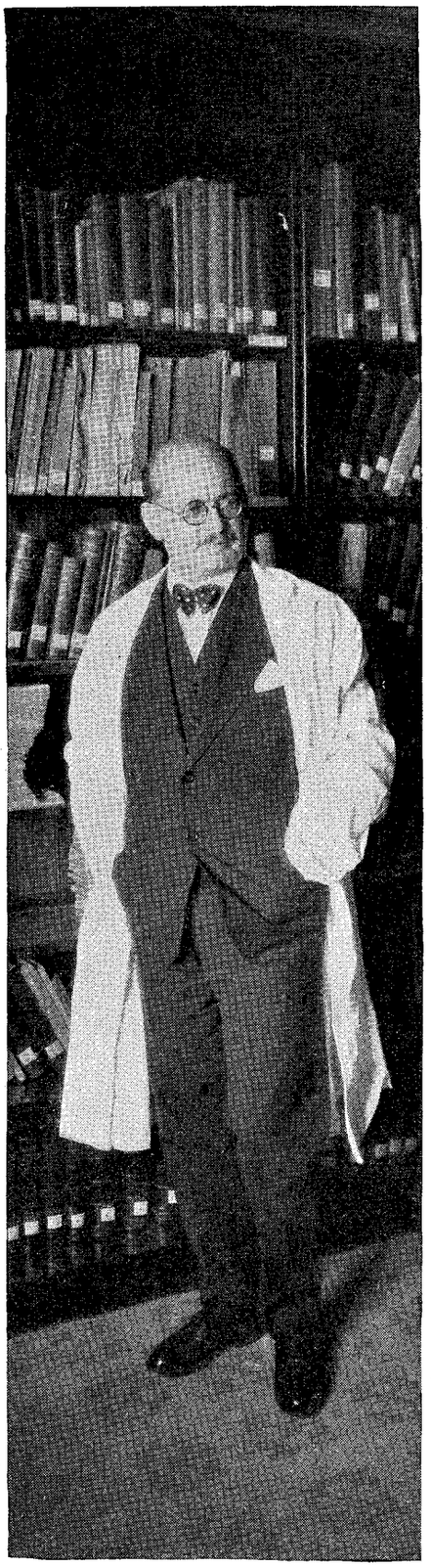

Photo by Manuel Urech, Madrid

He says, *"Yeast will banish constipation, renew appetite, aid digestion . . ."*

"IT IS NEEDLESS to say," declares Dr. Pittaluga, "that an important chapter of my research work has been devoted to yeast.

"Yeast stimulates the glands and has a tonic effect on the general health. In sufficient quantity it is of great assistance in keeping the intestinal tract clean and healthy. Its use will banish constipation, renew appetite and aid digestion.

"When exposed to ultra-violet rays Yeast contains vitamin D, so necessary to build and keep bones and teeth strong and sound."

How easy it is—this safe, new way to regular bodily habits, to rich new energy and life! Eat 3 cakes of Fleischmann's Yeast daily, following the directions on the label. Each cake is rich in the *two* indispensable vitamins—B and D. At grocers, restaurants, soda fountains.

DR. GUSTAVO PITTALUGA, great-grandson of the physician to Napoleon I, is himself an aristocrat of the medical world. He is one of the world's greatest specialists and author of over 300 important medical studies.

"I heartily endorse yeast for 'that run-down feeling'," *writes* DON BROOKS *of Minneapolis*. "I had dizzy headaches and my skin was broken out at times. Fleischmann's Yeast performed wonders in my case."

"I was so miserable I didn't feel like going out," *writes* MARGARET R. LEWIS *of Philadelphia*. "Eating yeast corrected my intestinal troubles, cleared my skin, brought back my old energy. My doctor urged me to continue."

Physicians to Royalty Urge Yeast

DR. GUSTAV SINGER, of Vienna, has been decorated by kings for his services to royalty. He says, "Yeast is the best intestinal cleanser known."

DR. MARTIN MENDELSOHN was physician to the sister of Kaiser Wilhelm I of Germany. He says, "Constipation can undermine the whole system. Yeast checks it."

PROF. DR. ERNST KROMAYER, head of the aristocratic Kromayer Sanitarium in Berlin, declares, "Yeast purifies the intestinal tract, and overcomes chronic skin affections such as boils and pimples."

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Why

"THE BISHOP MURDER CASE"

was written with

the MONGOL

The photos are from Paramount's "The Greene Murder Case," like all Van Dine mysteries, written with the Mongol.

"The lead does not break,"

says S. S. Van Dine

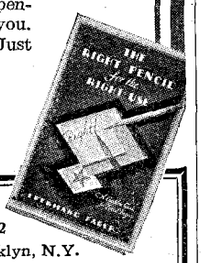
"I write always in longhand; always with a pencil. For many years I have used only the Mongol No. 1.

"Before I selected the Mongol, I tried many pencils, but found none I liked as well. I find the Mongol soft enough for fast easy writing, hard enough for continuous work without frequent resharpening. Best of all, the lead does not break."

• • •

YOU may be writer, artist, business or professional man or woman. Whatever your occupation, you work better with the right pencil . . . the right pencil in the sense that it's made especially to do *your* job best.

It's easy to choose the right pencil. You need not experiment. The new Eberhard Faber Pencil-Selection Chart tells you instantly what pencil, or pencils, will work best for you. Send for it today. It's free. Just mail the coupon.



EBERHARD FABER

EBERHARD FABER PENCIL CO., Dept. L-22
37 Greenpoint Ave., Brooklyn, N.Y.

( ) Enclosed is $1 for special introductory assortment of 14 pencils—including quality black lead pencils and new extra strong Mongol Colored Indelible Thin Lead Pencils, which, when moistened, produce wash effects. ( ) Send free copy of Pencil-Selection Chart.

Name.....

Street.....

City.....State.....

Dealer's Name.....

MOTORING AND AVIATION
Continued

end. Another, and less frequent, complaint is that the prize-winner embraces no radically new features of design.

Legal complications also cropped up. The Handley Page Company of England, whose entry was second only to the Tanager, alleges that the Curtiss Company has infringed its patents in the use of wing-slots. In reply, the Curtiss Company, we read in the New York *Times* and elsewhere, has called the attention of the English company to alleged infringements by it of Curtiss patents.

Returning to the contest, however, we read in *The Times:*

Twenty-seven designers and manufacturers entered planes in the competition, the rules for which were announced two years ago, but as the constructors faced problem after problem in the building of a plane which would meet the requirements laid down for the contest, one by one they dropt out until finally only fifteen planes were presented at Mitchel Field for the tests.

The Handley Page entry, Captain Land said in his announcement, passed the majority of the qualifying tests, but failed to obtain the minimum gliding speed of thirty-eight miles per hour called for by the rules of the competition. The best result obtained by the English-built plane in this test was 39.7 miles an hour.

"In the various conditions of trim and rig that were tried with the Handley Page entry," the announcement said, "reasonable doubt existed as to exact compliance with the requirements of the rules under 'general stability' and 'recovery from violent disturbance.'

"In view of the fact that only the Curtiss entry passed all of the qualifying requirements, it was not necessary to hold the final competitive tests which were originally planned to ascertain the winner on a point basis under the same weather and field conditions."

This is how the *Times* writer describes the prize-winner and outlines the Curtiss-Handley Page disagreement over patents:

The Curtiss Tanager is a cabin biplane powered with a Curtiss Challenger air-cooled engine. Fundamentally, it is of conventional design, and departs from the conventional standards only in its use of slots and flaps, and its ailerons. The use of the wing slot by the Curtiss engineers started a controversy with the British designer, Frederick Handley Page, and resulted in a suit against the Curtiss Company for patent infringement. Mr. Handley Page holds patents both in England and here for the automatic wing slot, a device on the leading edge of the wing, which at ordinary stalling angles falls forward, providing a new passage for the air rushing over the top of the wing, and not only postponing the stalling moment but aiding the pilot materially in making slow landings, and in saving himself from spins.

In the Curtiss entry, the slots are placed along both upper and lower wings, and the trailing edges of these wings are whipt with flaps in the position of the ordinary aileron, which are controlled by the pilot

© 1930, C. G. V. Co.

2000 Men

to Stop a Trickle

FOR miles and miles the levee stretches its protecting length. City and village and farm lie snug and safe behind it . . . but suppose that the searching, lapping water finds *one spot* where even a tiny trickle might pass through, how long before an army of men is fighting a raging torrent?

Grave vaults, as well as levees, must be impervious to water. The Clark Vault offers this positive protection.

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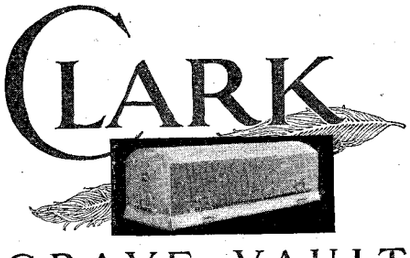

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This trade-mark is on every genuine Clark Vault. It identifies the vault instantly.

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Springfield, Missouri

through a crank and sprocket arrangement to a shaft through the wings and thence to horns almost buried in the connecting edge, of the flap. The ailerons are of the full-floating type, and are placed at the tips of the lower wings. The plane has a span of forty-four feet, and a constant chord of five feet. It weighs 1,900 pounds empty, and carries a useful load of nine hundred pounds. It is equipped for two passengers and the pilot. A feature of the plane in which it differs from some of the other entries is its adaptability in its present design for ordinary commercial use.

Judges in the competition were Orville Wright; F. Trubee Davison, Assistant Secretary of War for Aeronautics; William P. MacCracken, Jr., former Assistant Secretary of Commerce for Aeronautics; Edward P. Warner, editor of *Aviation*, and former Assistant Secretary of the Navy for Aeronautics; Dr. George W. Lewis of the National Advisory Committee for Aeronautics; and last, but not least, there was Rear-Admiral Richard E. Byrd, who, of course, was not able to be present because of urgent engagements in the snowbound south. Also, as technical advisors, there were Prof. Alexander Klemin, head of the department of aeronautics, New York University; Capt. E. E. Aldrin of the aviation division of the Standard Oil Company of New Jersey, and Maj. R. J. Mayo, representative of the Guggenheim Fund in England.

One of the journals which apparently regards the competition as a success is the Philadelphia *Inquirer*, which says:

It is not the fact that only one airplane fulfilled the test qualifications of the safety and efficiency competition sponsored by the Daniel Guggenheim Fund, but that any plane was able to meet them, that should be cited as an extraordinary record of aviation in 1929.

But *The Record* of the same city says flatly that the contest ended in disappointment, and proceeds. Thus:

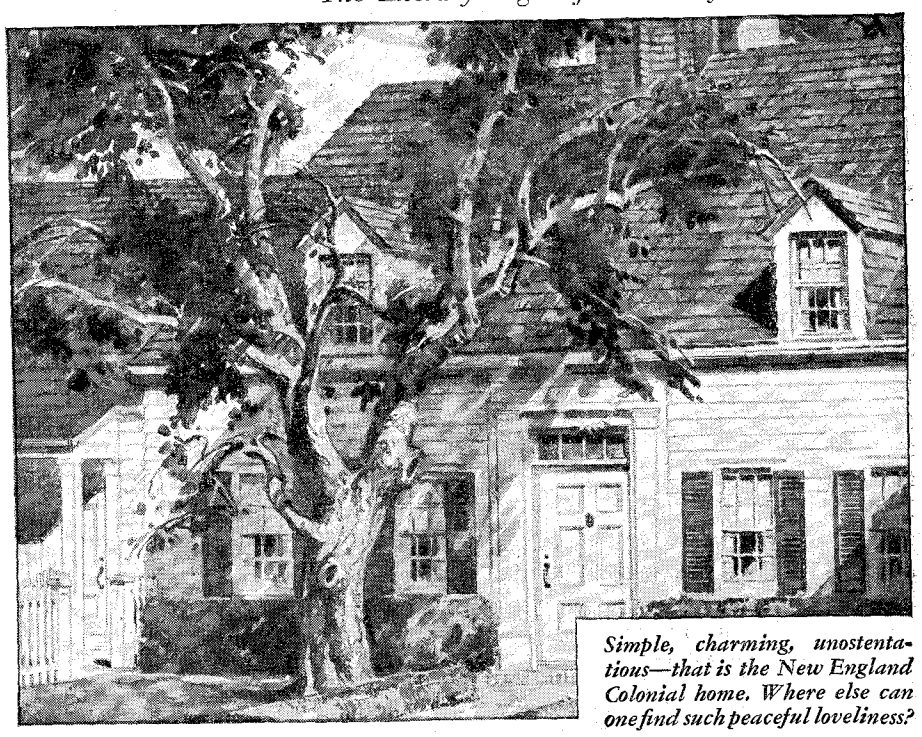
It was expected at the time that the announcement of the $100,000 award was made that there would be at least twenty-five entries, from all over the world, and that machines fashioned on new and radical lines would compete.

Only fifteen designers submitted planes when the contest opened officially, in June, and six were quickly withdrawn. Of the remaining nine, five failed in the preliminary tests. Three failed in the later tests, leaving one plane, the Curtiss Tanager,

The plane which won has few innovations. The floating aileron and the slotted wings, which permit the plane to cruise at a speed of less than thirty-eight miles per hour, are the only new features.

While in New York *The Herald Tribune* argues:

"Safety" is such an elusive thing that there is even some question as to whether the winning plane is actually any less dangerous a conveyance than the standard types. The contest tended to produce a plane which would afford the pilot the means of extricating himself from the emergencies to which the ordinary plane is subject rather than to produce a plane which would not be subject to emergencies.



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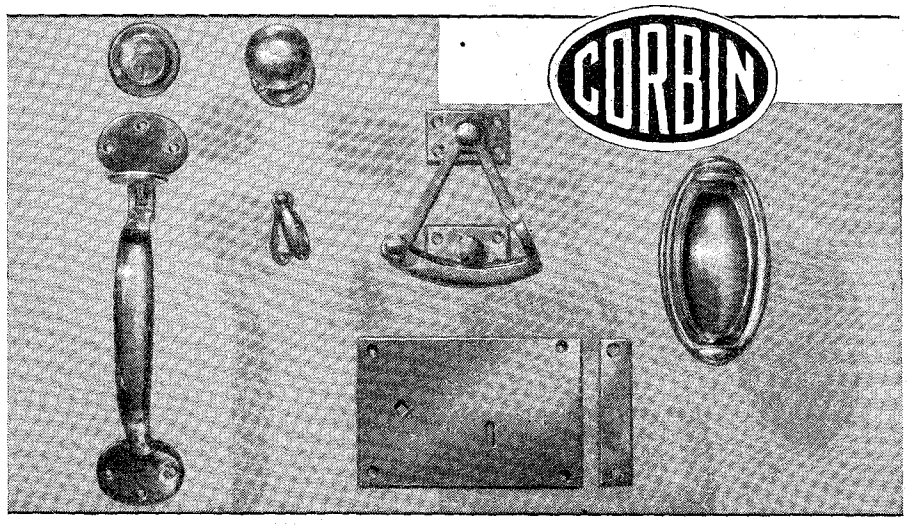

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INVESTMENTS AND FINANCE

PROGRESS OF THE FIVE-DAY WEEK

"THERE IS GOOD GROUND for the belief that nearly a million persons now enjoy the full Saturday holiday the year round."

Thus comments *The New Republic* in pointing out that "progress of the five-day week has been much more rapid than is generally understood." The article treats of the interesting findings embodied in a report on "The Five-Day Week in Manufacturing Industries," by the National Industrial Conference Board. Altho it "is not a novelty of the last few years," says this report, "the greatest progress in the movement for the shorter work week has been made since 1923." While it makes no attempt to determine whether or not wider extension of the shorter work schedule would be economically sound and socially desirable, the report does say that "the preponderance of opinion in favor of the five-day-week schedule indicates that in most plants reporting it has commended itself to both management and working force." "The disadvantages," it finds, "appear to have been outweighed by the advantages derived." To quote the report:

The total number of wage-earners employed by the 270 companies reported in this study to be operating on a permanent five-day schedule constituted only about 2.6 per cent. of the industrial wage-earners in this country, and 80 per cent. of this number were employed by the Ford Motor Company. Consequently, while the growth in recent years and the present status of the five-day week are significant, this significance lies more in the future possibilities than in the present importance of this work arrangement.

Companies that employ this work schedule, the report adds, are generally of the non-continuous-process type. Eighty-six of the 219 companies reporting "had reduced their total working hours per week in changing to the five-day week, some only slightly, others substantially. On the vital question of output, we read that "in 68 per cent. of the plants in which hours per week had been reduced in changing to the five-day schedule, it was believed that output per week had been maintained or increased." Continuing:

This same condition was found in 97 per cent. of the establishments in which no change had been made in the weekly total of hours of work. In all, 75 per cent. of the reporting companies exprest no complaint on the score of reduction in total output.

Certain economies are attributed to five-day-week operation. The uneconomical overhead cost of operating a plant on Saturday half days is eliminated, and, particularly in companies which maintain their own steam-power plant, this is by no means a negligible item.

Moreover, since output on Saturday half-days has quite generally been found to be below standard, the distribution of this time, or part of it, over the other five days has tended to produce higher output per hour for the week. Even where the Saturday time has not been made up, the elimination of these hours has not been regarded as a total loss. Where processes required rather elaborate and time-consuming starting and stopping procedure, the elimination of one such routine a week has meant a substantial saving in unproductive time and expense.

Considerable stress has been laid upon the advantage of devoting Saturday forenoons to careful overhauling and repair of plant and equipment. It was the general experience that such work was performed more thoroughly when plenty of time was available, and that the consequent reduction in machine breakdowns during productive operation constituted a definite gain toward more economical production.

Attendance and punctuality were generally found to be improved as a result of five-day operation. Furthermore, such a schedule was thought to attract and hold desirable employees whose appreciation of the two free days each week found expression in the volume and quality of their output. Employers generally were satisfied that the shorter schedule has had a pronounced effect in raising the morale of the working force.

Objections reported to the five-day week, or to certain features of it, were neither so frequent nor so fundamental as the advantages cited in its favor. Employers who had adopted this schedule at the instigation of organized labor as a rule considered it an imposition, and were disinclined to see it in a favorable light. Others admitted disadvantages or handicaps, but did not consider them insurmountable. The fact that Saturday is an important day in some industries has made it difficult to accustom purchasers to the fact that the plant is closed on that day.

A few employers exprest disapproval that some employees accepted other remunerative employment on the day that it was believed should be given to rest and recreation. Others questioned whether the distribution of Saturday hours over the other five days had not made these days too long for best results, especially in the high temperature of summer and in the longer hours under artificial light in the winter. In some cases a decline in the quality of work has been attributed to this cause.

Like most departures from prevailing practise, the five-day week, at least at first, has certain drawbacks. With respect to this issue, however, the disadvantages appear to have been outweighed by the advantages derived. The preponderance of opinion in favor of the five-day week schedule indicates that in most plants reporting it has commended itself to both management and working force.

The conclusion that any or all industrial establishments could advantageously adopt the five-day-week schedule does not follow from the evidence in its favor by a majority of the companies that are qualified from experience to appraise its advantages and drawbacks.

Whether or not the application of the five-day week will be extended to industry generally and whether such extension would be economically sound and socially desirable are questions that lie in the field of conjecture and opinion, and are outside the scope of this study.

Altho some newspapers carry lengthy editorials on the Conference Board's report, they appear content to present a digest of its findings. The five-day week, apparently, is not a widely controversial matter. "It is of interest to note," observes the Springfield *Union*, "that the five-day week is but little more than twenty years old, having been introduced on religious grounds in a New England spinning mill, where it was adopted without any reduction of working hours." Glenn Griswold, in the Chicago *Journal of Commerce*, finds reason to believe that in the experience of establishments which have adopted the new schedule there is "the leaven that will spread rapidly the five-day-week idea." He continues:

Undoubtedly Mr. Ford's recent announcement of a wage increase and a five-day week, and the effort of President Hoover to sustain wages by pledging employers to avoid wage-reductions, will contribute considerably to the tendency toward shorter working hours.

Coupled with this tendency is the assumption that wages for the shorter week will be as much or more than those paid heretofore for the longer work periods. This is quite in keeping with the theory of Mr. Ford and of some economists that we can arbitrarily support and enhance our prosperity by increasing wages and purchasing power and depending upon mechanization and research to increase the industrial output of the man-hour.

The five-day week was one of the chief subjects of discussion at the recent midwinter meeting of the executive council of the American Federation of Labor at St. Petersburg, Florida. Its further spread would help solve our unemployment problem, in the opinion of President Green of the Federation. The economic gain through the shorter week has been strest by President Green in a New York *Times* article as follows:

Home two whole days in a week gives opportunity for the development of many new wants. Expansion of wants and desires with adequate income is necessary to keep buying properly balanced against production. Leisure is a necessary element in maintaining this balance. Leisure provides consumers for occupations and industries that would be very restricted under a long day and a long week.

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THE INSURANCE BULWARK

THE supposedly reckless American people are spending 5 per cent. of the national income for protection against death, disaster, fire, flood, theft, and other perils.

This observation is made by J. C. Royle in a Consolidated Press dispatch in which he shows that "safety first is more than a mere motto to the people of the United States." Besides the actual protection against these various risks, which, of course, is a stabilizing factor, there is also the enormous sum invested annually by insurance companies, which supports private building as well as State, county, and municipal financing. Incidentally, it is pointed out that since the break in Wall Street people have been making a point of keeping up their insurance premiums.

Total insurance coverage has now reached the $100,000,000,000 mark. This means that the total premium payments for next year will amount to $5,000,000,000. The national income for 1928 has been reckoned at nearly $90,000,000,000, and one estimate for last year is $97,500,000,000. So, observes Mr. Royle, this reckless young nation is spending more than 5 per cent. of its income for protection against the future. He continues:

Of the huge sum involved in this protection, life-insurance accounts for about $60,000,000,000, and premiums on life-insurance policies now in existence necessitate payment of $3,000,000,000 a year. Other forms of insurance, including fire, theft, casualty, and marine policies, afford protection to the extent of $40,000,000,000, provided at the expenditure of $2,000,000,000 a year.

Business in the last year has run at the rate of about 5 per cent. in excess of new business in life insurance written in 1928.

The greatest factor in this improvement has been the increase of the number of group-insurance policies. One concern alone has $47,500,000, covering the lives of 23,000 wage-earners and their families. It is expected by life-insurance concerns that the 5 per cent. increase shown in 1929 will be continued in 1930.

The gain in other forms of insurance has not been so marked, altho it has proceeded at an even and healthy rate.

It is believed that the building programs, which for the last three years have exceeded $6,000,000,000 annually, have involved the placing of a tremendous amount of new fire-insurance business. It is true that in practically every case the new structures have either been insured with existing companies or have been protected by the owners, who have virtually written their own insurance.

Another side of this picture is in the investing of all the insurance premiums and surpluses. The distribution of these funds by insurance companies is one of the big factors in the financial world. As Mr. Royle observes, "to all intents and purposes they are the largest investment trusts now in existence, for under Federal and State regulation they segregate their security holdings and investments in almost exactly the same way that the modern investment trust operates, balancing one

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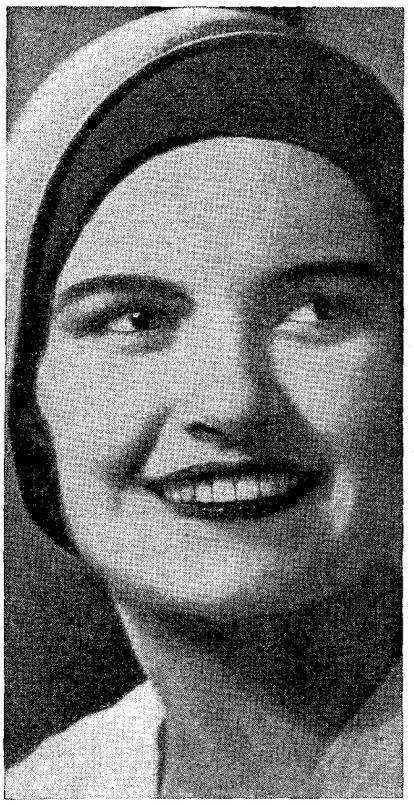

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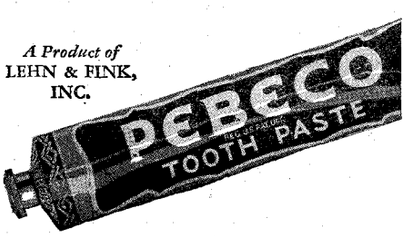

INVESTMENTS AND FINANCE
Continued

type of investment with another so as not to have 'all the eggs in one basket.'" Our life-insurance companies, it seems, expect to place about $800,000,000 in the next six months and to invest probably as much as $1,750,000,000 during the entire year 1930. Mr. Royle understands that a group of fire-insurance companies which do the greater part of the fire underwriting will have more than $300,000,000 to invest in the first half of the present year.

The importance of insurance from an investment and financial standpoint has been augmented most decidedly as a result of the stock-market collapse, especially as "the insurance companies are one of the main supports of the State, county, and municipal financing done throughout the United States." As Mr. Royle points out:

The volume of this financing is likely to be increased tremendously in the next three months, owing to the extraordinary programs for public-works construction. One company alone has outstanding loans totaling $557,620,000, covered by 30,504 mortgages on real estate. These loans are distributed throughout nearly three hundred cities in thirty-nine States. These figures give some idea of the wide distribution of insurance funds throughout the nation, and their importance in the programs now being carried out for business and industrial improvement.

The writer notes that "default of premiums has been remarkable for its absence during the last two months, a period when decided uncertainty was felt by some as to the future course of business."

WANTED: A LIST OF DEAD CORPORATIONS

IN thinking of the stocks that are no more, an editorial writer in the Chicago *Journal of Commerce* comes to the conclusion that "one of the sore needs of the country is a single complete directory of extinct corporations." This, we are told, would be useful to statisticians, collection agencies, and individual investors. To quote further:

In every bull period many a man goes down to the bottom of his trunk, and digs up the engraved paper that stands for money he used to have. Who knows but that this corporation may have crested to prosperity along with a horde of others? But the tables in the newspapers don't list it, and when he starts hunting for information he has the devil's own time getting on its track. Ten or twenty years ago it expired, leaving so faint a record that its name is not to be found in any of the published directories of corporations that are no longer doing business.

But the obscurity may not forever continue. New York State has decreed by law that corporations, which for five years have neglected to file required reports and pay the annual franchise tax, shall be removed from the ranks of live corporations, and their names shall be made

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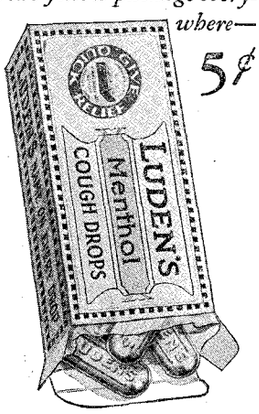

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LUDEN'S

available to the public. A recent issue of *The New York State Bulletin*, published by the Secretary of State of New York, at Albany, lists ninety thousand corporations that are thus dissolved. Every State ought to have a similar law, and publish a similar record. Then the means would be at hand for combining all these lists into a single complete directory. Many of these were once thriving; others had brief, speculative, and disappointing careers; and then there were some that never really began functioning. But their names clog up the records and cause a deal of minor friction. This would be avoided if every State legally dissolved its actually dead corporations, and issued a list of them periodically.

IMPROVING THE NEW CURRENCY

THE characterization of the new small-size paper money as "the poorest, confessedly the cheapest, and without doubt the most dangerous issue of United States currency in history," made by a former Director of the Bureau of Engraving and Printing, does not seem to have had any noteworthy effect upon our Treasury authorities. But certain specific criticisms of the new currency have already borne fruit, so that, as the New York *Journal of Commerce* remarks, "before the public has had time to become accustomed to the new currency, announcement is made that a change is contemplated in the design of the Federal Reserve notes." Hereafter the new small-sized currency of this particular class will bear a letter instead of a numeral to designate the Reserve District of issue, according to a Treasury announcement given to the press. The trouble was that some people confused the numerical designating the bank with the one indicating the denomination of the bill. For instance, the "2" on a $5 note issued by the New York bank, might make a careless holder think it a $2 bill. So, the letters from A to L will replace the black numerals from one to twelve that have been employed to show whether a note was issued by the Boston, New York, San Francisco, or any other of the twelve Reserve banks. The news will be received with relief, but also, says *The Journal of Commerce*, "with surprize that it did not come sooner"—

The undue prominence given to the district numbers of the issuing banks and the relative inconspicuousness of the numbers indicating the denominations of the bills made it a foregone conclusion that mistakes would be numerous. The change to letters to designate districts is therefore rectification of an error of judgment that is so glaring as to suggest serious incompetence in those who had anything to do with the designing and authorization of the work done on these notes.

As the notes now in circulation will only be gradually retired, the losses to the public due to errors will continue over a considerable period of time. In the future, it is to be hoped that greater preliminary care will be exercised to prevent a repetition of similar errors. Lack of time in preparation is no excuse, since the public had been told many months in advance of the intention to put new bills in circulation.

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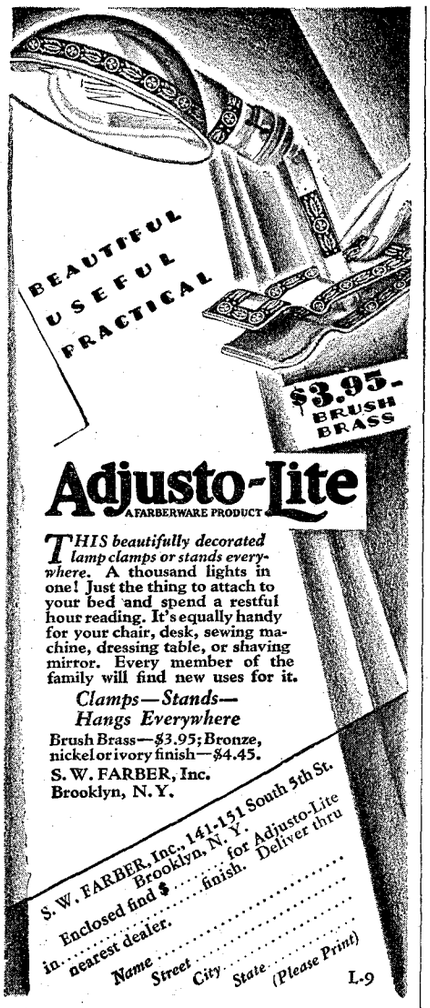

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CURRENT EVENTS

FOREIGN

January 8.—Prince Humbert, heir to the Italian throne, and Princess Marie Jose, only daughter of the King and Queen of Belgium, are married in Rome.

Prime Minister MacDonald of Great Britain issues a statement saying, "we shall deal with every class of naval ships, from dreadnoughts to submarines," at the London Naval Arms Conference.

January 9.—France rejects Italy's proposal for naval parity between the two countries.

Mahatma Gandhi, Indian Nationalist leader, says the way is not yet clear to begin a campaign of civil disobedience as a move toward independence.

The Moscow Communist party committee adopts a resolution saying that private trade must end.

January 10.—A. V. Alexander, First Lord of the Admiralty, announces that Great Britain is willing to reduce her cruiser strength from seventy ships to fifty.

Fifteen thousand Chinese are reported dead from cold and starvation.

January 11.—Pope Pius condemns "the pedagogic naturalism" which denies "the supernatural Christian agency" in the education of youth, and says that the education of youth belongs primarily to the Church and the family.

Philip Snowden, British Chancellor of the Exchequer, warns the German delegation at the Conference at The Hague that they must quit their delays, or else have the Young plan set aside and the Dawes plan remain in operation, with its heavier payments.

January 12.—The British Foreign Office, replying to the French note of December 20, making certain objections to the program of the London Naval Conference, announces that the British Government places its faith in the Briand-Kellogg peace pact, and calls upon all the nations attending the conference to agree to "register their confidence in the great advance made since the war in provision for national security by political agreement."

January 13.—Dr. Hjalmar Schacht announces to the Hague Reparations Conference that the German Reichsbank will refuse to become a member of the board of the Bank for International Settlements unless the Young plan remains intact, the various governments recognize the rights of private property, and all penalties or sanctions are barred.

A total of forty-two lives is taken by a gale over Great Britain and eastern Europe.

Grover Clark, a former Peiping newspaper editor, announces that 2,000,000 people are doomed to die of starvation in the northern Province of Shensi, China.

January 14.—Dr. Hjalmar Schacht, head of the German Reichsbank, consents to an agreement under which the Reichsbank will participate in the work of the Bank of International Settlements.

DOMESTIC

January 8.—The Senate Committee on Committees assigns Senators La Follette of Wisconsin and Thomas of Idaho to the Committee on Finance to fill the positions vacated by Senators Edge of New Jersey and Sackett of Kentucky.

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January 9.—The American delegation to the London Naval Arms Conference, with a retinue of more than 100, sails for England.

The Senate confirms the nomination of Senator Frederic M. Sackett, of Kentucky as Ambassador to Germany. President Hoover nominates Gilchrist Baker Stockton of Florida to succeed Albert H. Washburn as Minister to Austria, and Abraham C. Ratshesky of Boston as Minister to Czechoslovakia, to succeed Lewis Einstein.

Edward W. Bok, editor and philanthropist, dies at his home at Mountain Lake, Florida. He was sixty-six.

January 10.—The criminal law enforcement machinery of the country is entirely inadequate, reports the Commission on Law Observance and Enforcement appointed by President Hoover.

January 11.—Announcement is made of the incorporation of the Cornstalk Processes, Inc., with headquarters in Chicago, which will be devoted to developing processes of converting cornstalks into lumber substitutes and other materials.

January 13.—President Hoover submits to Congress the preliminary report of the Law Enforcement Committee, with a covering message saying that an "urgent situation has grown up in the matter of enforcement of Federal criminal laws."

January 14.—The Senate lobby investigating committee absolves President Hoover of any improper interest in or connection with the sugar-tariff lobby, and Senator Caraway, chairman, expresses the hope "that responsible business men will cease paying tribute to these lobbyists, these grafters in the District of Columbia, who have nothing to sell."

The Providence County (Rhode Island) grand jury returns "no bill" in the case of the coast guardsmen who recently killed three members of the crew of the *Black Duck*, a rum-running boat.

The National Safety Council reports that 31,500 persons were killed in automobile accidents in thirty-one States during 1929. The total is 13 per cent. more than in 1928, while motor-vehicle registration increased only 8 per cent.

Allee Samee Blighty.—"Nakh.": What is the unofficial national anthem in the Navy to-day? In pre-war days it was:

There'll be no war—war,
  Not in the reign of Good King Edward—
There'll be no war—war,
  For 'e 'ates that sort of thing.
Mothers won't worry,
  Not in the reign of Good King Edward—
Peace with 'onner is 'is motter,
  Gawd Save the King!

When the Sultan of Brunei in Borneo brought his domain of swamp and jungle under British protection, some wardroom officers of one of H. M.'s surveying ships solemnly taught the Court this ditty, and when the British resident came across to inaugurate the new regime he was paralyzed to be received by a group of pangirans singing the rousing refrain.—*Sydney Bulletin.*

John Doe His Mark.—GUEST (to head waiter)—"That roast is certainly a long time coming."

HEAD WAITER—"Can you recognize the man who's serving you?"

GUEST—"No, but here's his finger-print on the soup plate."—*Brooklyn Eagle.*

MAD?

When an uninvited cold displaces every pleasant thought in your head . . . when life is just sneeze, snuffle, snarl and sneeze again . . . and when a good smoke would help . . . there is always that one cigarette which clears the way to old-fashioned tobacco enjoyment.

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Quick Turnover.—HERBERT—"Arthur hasn't been out one night for three weeks."

FLORA—"Has he turned over a new leaf?"

"No; he's turned over a new car."—*Answers.*

Edisonian Evolution.—

Hush, little golden rod,
Don't you cry—
You'll be a b'loon tire
By and by.
—*Buffalo Evening News.*

He Talked Back.—"What happened to your face?"

"Had a little argument with a fellow about driving in traffic."

"Why didn't you call a cop?"

"He was a cop."—*Brooklyn Eagle.*

Sure Fire.—SUCCESS EXPERT—"What's your name?"

GREEK CLIENT—"Gus Poppapopupopulos."

SUCCESS EXPERT—"Get a job selling motorcycles."—*Masonic Craftsman.*

Well-Earned Fame.—Bill Shakespeare, then of the engraving department at the New York *American*, was accosted by one of the big shots of the outfit on a tour of inspection.

"Let me see," let-me-see'd the executive, "what is your name, again?"

"William Shakespeare, sir," replied Bill.

"Um, quite a well-known name, eh?"

"Oughto be," said Bill brightly. "I've been around here twenty-five years!"—*The Mirror.*

Why Geographers Leave Home.—WAITER—"Are you Hungary?"

BROKER—"Yes, Siam."

WAITER—"Den Russia to the table and I'll Fiji."

BROKER—"All right, Sweden my coffee and Denmark my bill."—*Kennebec Journal.*

Pass the Whisk-Broom.—BETTIE (just home from a holiday in Egypt)—"And, Auntie, it was so interesting; the tombs and pyramids and things were all covered with hieroglyphs!"

AUNT LOUISA—"Oh, dear! I hope you didn't get any on you, child."—*Everybody's Weekly.*

Shake, Brother!—

The rumble seat, the humble seat
Where poor relations ride;
The rumble seat, the grumble seat—
They're never satisfied.

The rumble seat, the jumble seat,
Where folks together thrown
Discuss with heat the mumble seat
In bitter monotone.
—*Louisville Courier-Journal.*

Living Up to the National Anthem.—"The rapidly increasing divorce rate," remarked the wit, "indicates that America is indeed becoming the land of the free."

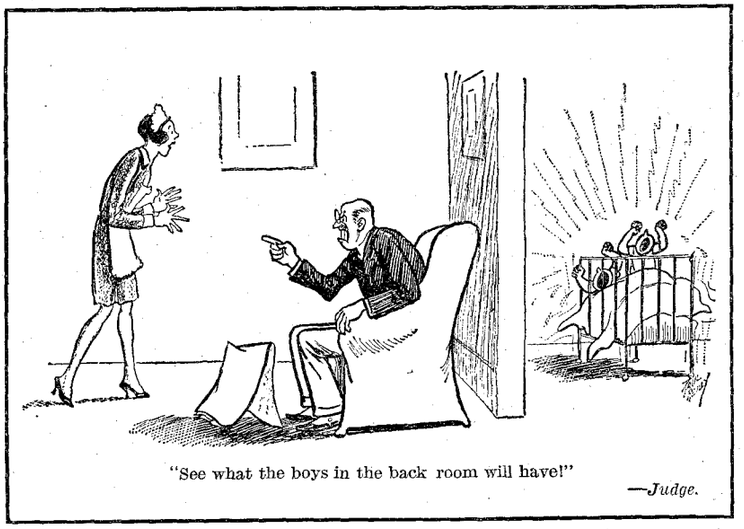
"Yes," replied the prosaic friend, "but the continued marriage rate suggests that it is still the home of the brave."—*Epworth Herald.*

Silent Movie.—MOTHER—"What did your father say when he saw his broken pipe?"

INNOCENT—"Shall I leave out the swear-words, mother?"

MOTHER—"Certainly, my dear."

INNOCENT—"Then I don't think he said anything."—*Montreal Star.*



"See what the boys in the back room will have!"
—*Judge.*

When the Winds Howl.—"That was an excellent speech you made on the tariff."

"I am glad you liked it," said Senator Sorghum. "While opinions may differ as to details, everybody must concede that every tariff is of inestimable value as an oratorical inspiration."—*Washington Star.*

Try a Shovel.—Eating jelly with a knitting-needle was one of the competitions recently organized by a woman's institute in the country, and already we hear of several other sporting events that aspire to live up to the disheartened beginner's definition of golf as "getting a ball into a hole with instruments singularly ill-adapted for the purpose."—*Humorist* (*London*).

Triumph of the Dish-Mop.—(Housework is recommended as an infallible means of keeping slim.)

Phyllis, I know how long you have felt
(Since that's the Mode's decree)
Resolved upon becoming svelte
Whate'er the cost may be.

Know therefore that the house supplies
For your immediate use
The very finest exercise
To help you to reduce.

Try it and you will joy to think,
Grown fashionably slim,
How strict attendance at the sink
Has put you in the swim.—*Punch.*

SLIPS THAT PASS IN THE NIGHT

When Peace Reigned.—Communication by road, by air and by wife was completely disrupted.—*Tampa Tribune.*

On to Haiti!—Cadwell said he had constructed the infernal marine by means of gunpowder and electric batteries.—*Los Angeles Times.*

Tariff-Bill Heroes?—Washington, D. C., —A move to increase facilities for relief of disabled Word war veterans was made.—*Bloomington* (*Ill.*) *Daily Pantagraph.*

Often Happens.—The marriage of Miss Anna Blank and Willis Dash, which was announced in this paper a few weeks ago, was a mistake and we wish to correct.—*Golden* (*Colo.*) *paper.*

At the Public Crib.—Washington — (U.P.) — The oats of office was administered by Vice-President Curtis to-day to two newly appointed Republican Senators.—*Wisconsin State Journal.*

By Megaphone? — Lake, who is 65 feet and 7 inches tall, succeeded in keeping out of the clutches of the law for over three months, altho he had been stopt and questioned several times.—*Chicago American.*

Amphibious Champion.—
BOBBY JONES OFFERS HINTS ON HOW GOLFER MAY IMPROVE HIS PUNTING
—*Salt Lake Tribune.*

Like Mother Used to Make.—
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—*Ad in the Riverside* (*Calif.*) *Enterprise.*

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VICTIM DENIES
HE WAS KILLED
—*Wichita Beacon.*

When Culture Comes High.—They are sung by a double quartet, grouped on the Mezzanine Floor . . .
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the doors open,
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—*Ad in the Sacramento Bee.*

Giving Him the Razzberry.—Memphis, Tenn.—The Memphis *Evening Appeal* said to-day that Mrs. Juanita Beatrice Clutts, whose ttttttttttt . . . fiPPcETA ONSHRDLUBM husband had identified a body of a woman found near Marked Tree, Arkansas, as hers, has reported by long-distance telephone that she was "very much alive."—*Boston Herald.*

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